

Transport Canada Aerodrome Standards

Aircraft Pavement Design and Evaluation Charts for “C - D” Aircraft

This document contains “Pavement Design & Evaluation Charts” (DEC’s) for the aircraft models beginning with the letters “C” and “D”. Both flexible and rigid pavement charts are available for most aircraft.

For light weight aircraft, only a flexible pavement chart has been included because rigid pavement design requirements for the aircraft fall well below minimum design thicknesses for concrete slabs. On flexible pavement charts for light weight aircraft, only the design curve at the stated maximum operating weight is shown along with a line indicating minimum pavement thickness requirements for the aircraft. In most cases, the flexible pavement design curve will fall either fully or partially below the minimum thickness requirements line.

The charts have been developed using historical Transport Canada and Public Works and Government Services Canada (PWGSC) methods for the structural design of flexible and rigid airfield pavement systems. The appropriate technical publications should be consulted for complete details on design terminology, assumptions, theory, methods and pavement construction material requirements.

To use a “Flexible Pavement Design & Evaluation Chart”:

- a) For Design - Enter the chart with an “S” value on the top horizontal axis. Proceed downwards to the “1.00 Design Line”, then horizontally across to the appropriate aircraft weight line, and downwards to read the required pavement granular design thickness “t” from the bottom horizontal axis.
- b) For Evaluation - Enter the chart with the existing pavement granular thickness “t” value on the bottom horizontal axis. Proceed upwards to the appropriate aircraft weight line, and then horizontally across to intersect with a vertical line extended down from the appropriate “S” value on the top horizontal axis. Interpolate the point of intersection between the set of “Overload Ratio” curves to determine the degree of pavement structural overload. Full operations by the aircraft can normally be permitted for overload ratios ≤ 1.25 .

To use a “Rigid Pavement Design & Evaluation Chart”:

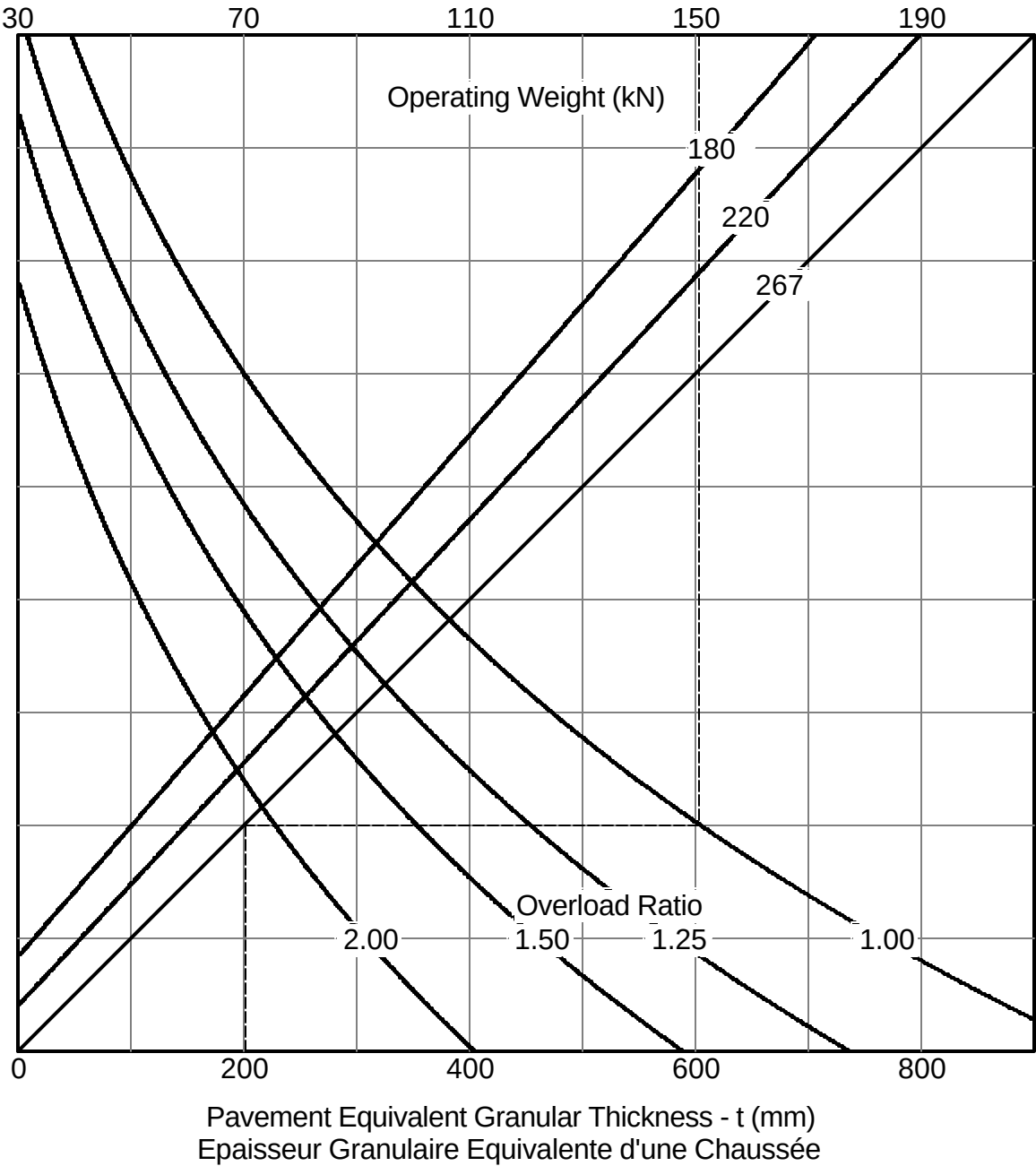
- a) For Design - Enter the chart with a “k” value on the top horizontal axis. Proceed downwards to the “1.00 Design Line (2.75 MPa)”, then horizontally across to the appropriate aircraft weight line, and downwards to read the required slab thickness “h” from the bottom horizontal axis.

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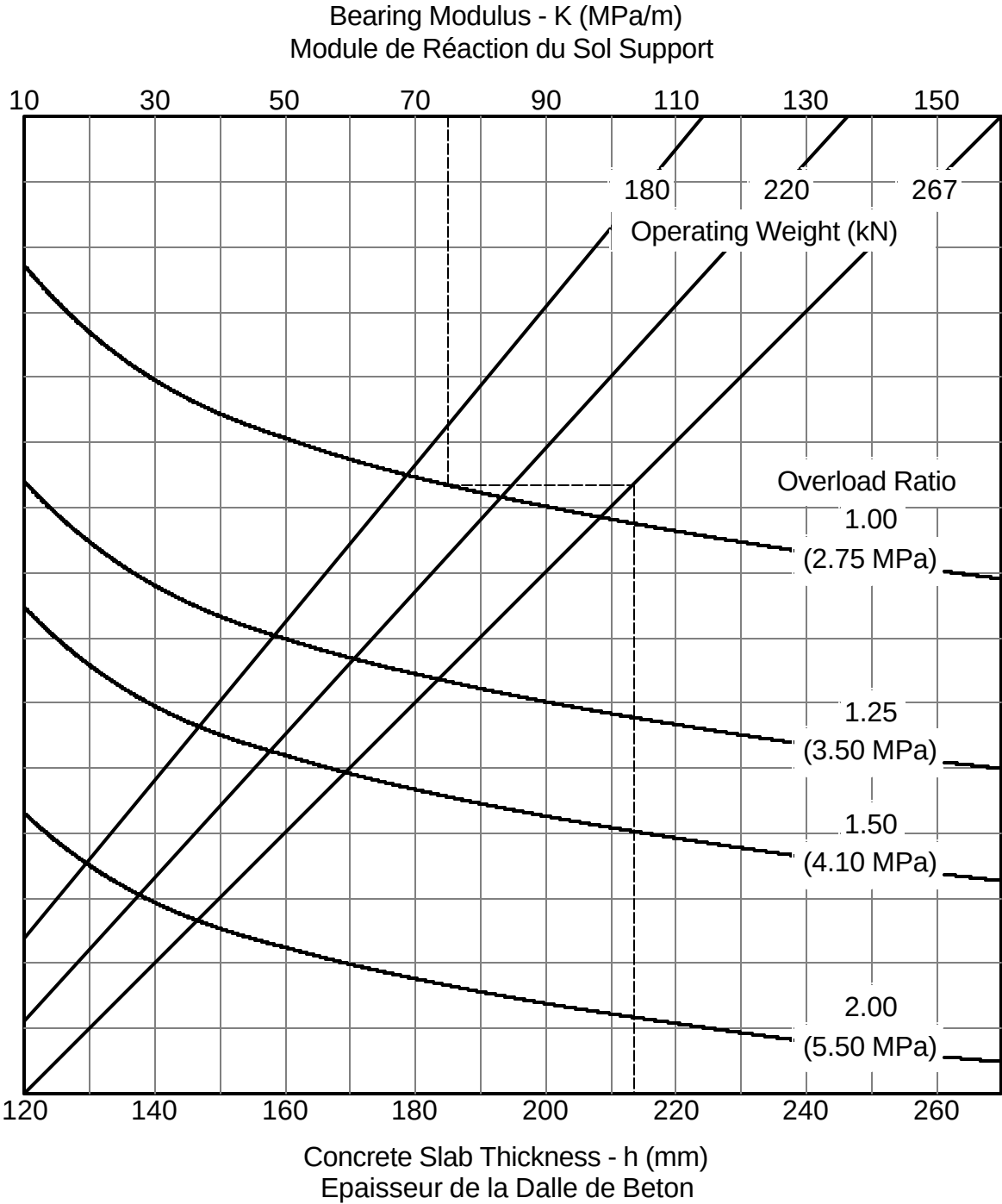
- b) For Evaluation - Enter the chart with the existing slab “h” value on the bottom horizontal axis. Proceed upwards to the appropriate aircraft weight line, and then horizontally across to intersect with a vertical line extended down from the appropriate bearing modulus “k” value on the top horizontal axis. Interpolate the point of intersection between the set of “Overload Ratio” curves to determine the slab flexural stress (MPa) and the degree of pavement structural overload. Full operations by the aircraft can normally be permitted for overload ratios ≤ 1.25 .

Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		C-123K Provider
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	
Tire Pressure (MPa) Pression des Pneus	0.69	

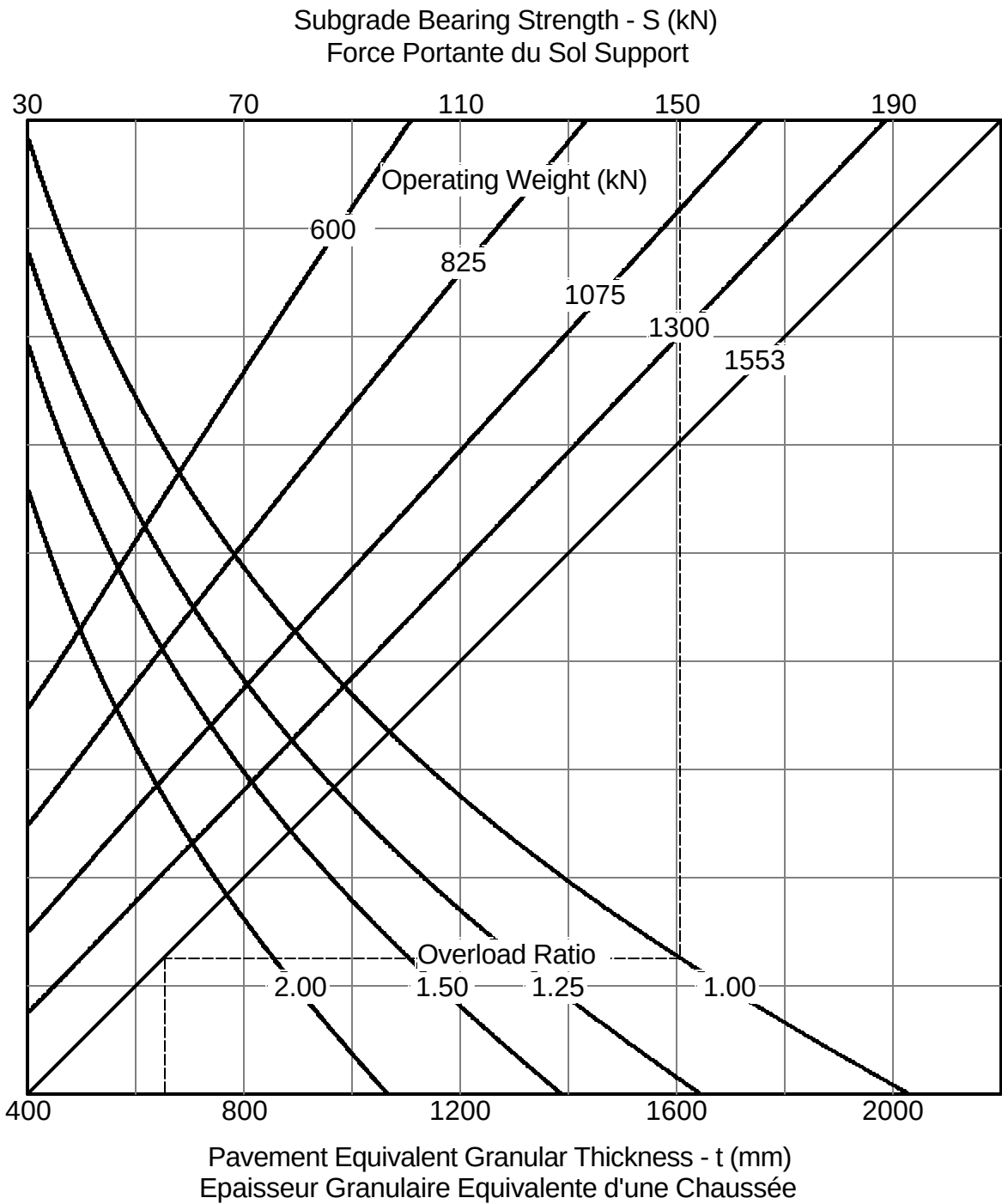
Subgrade Bearing Strength - S (kN)
Force Portante du Sol Support



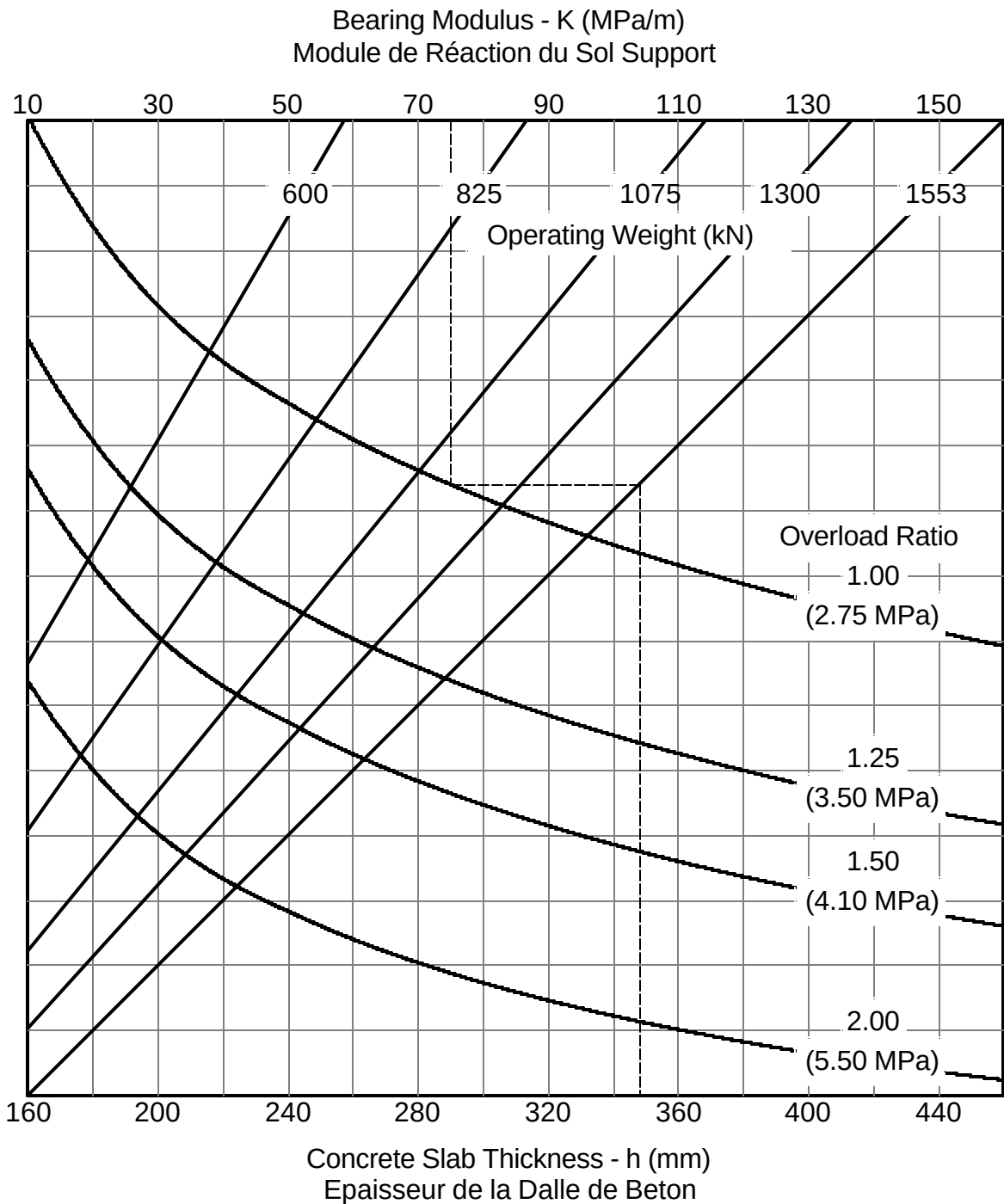
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		C-123K Provider
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	
Tire Pressure (MPa) Pression des Pneus	0.69	



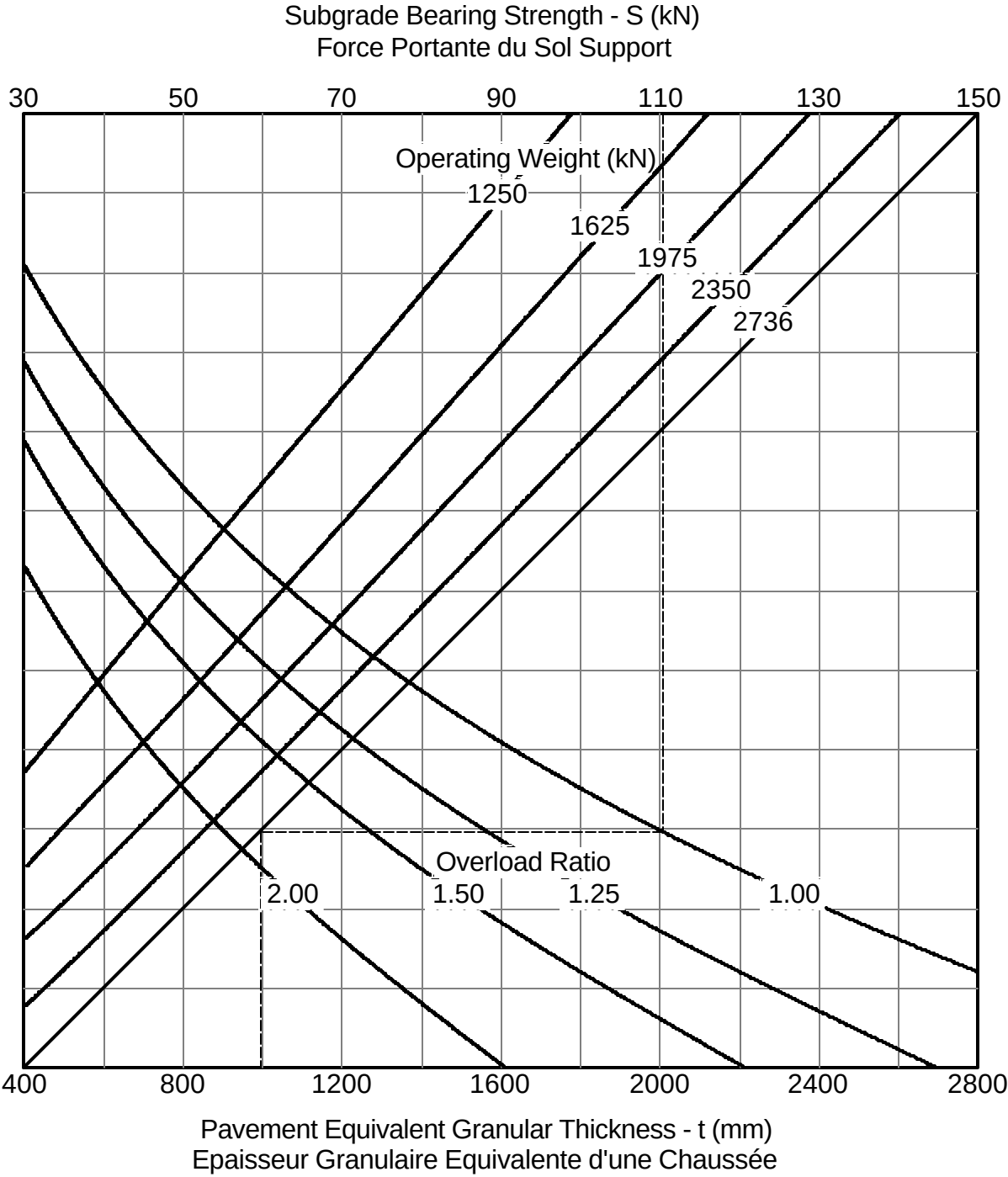
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		C-141B Starlifter (Lockheed)	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	1219 mm 826 mm	
Tire Pressure (MPa) Pression des Pneus	1.31		



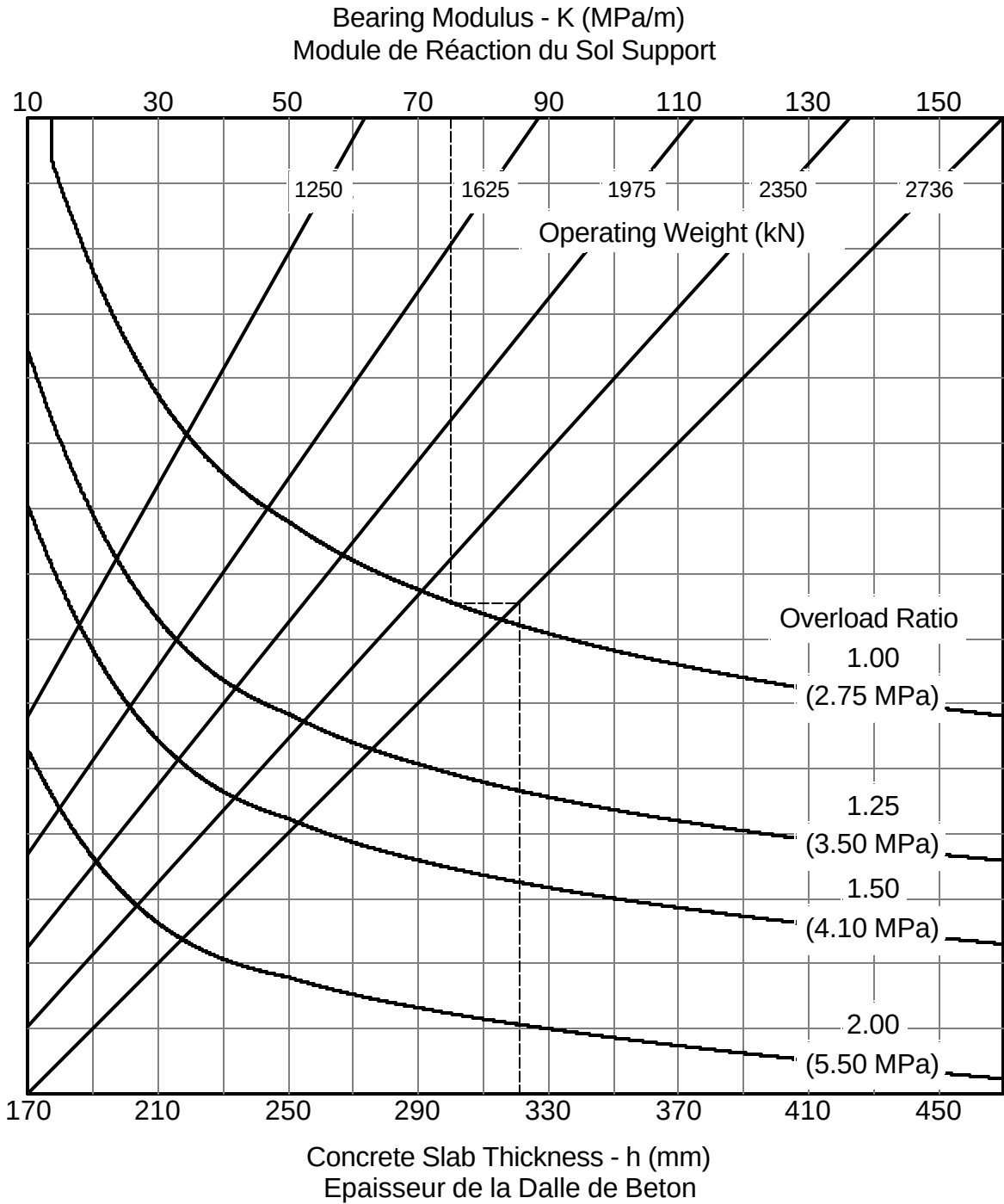
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		C-141B Starlifter (Lockheed)	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	1219 mm 826 mm	
Tire Pressure (MPa) Pression des Pneus	1.31		

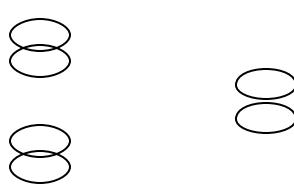


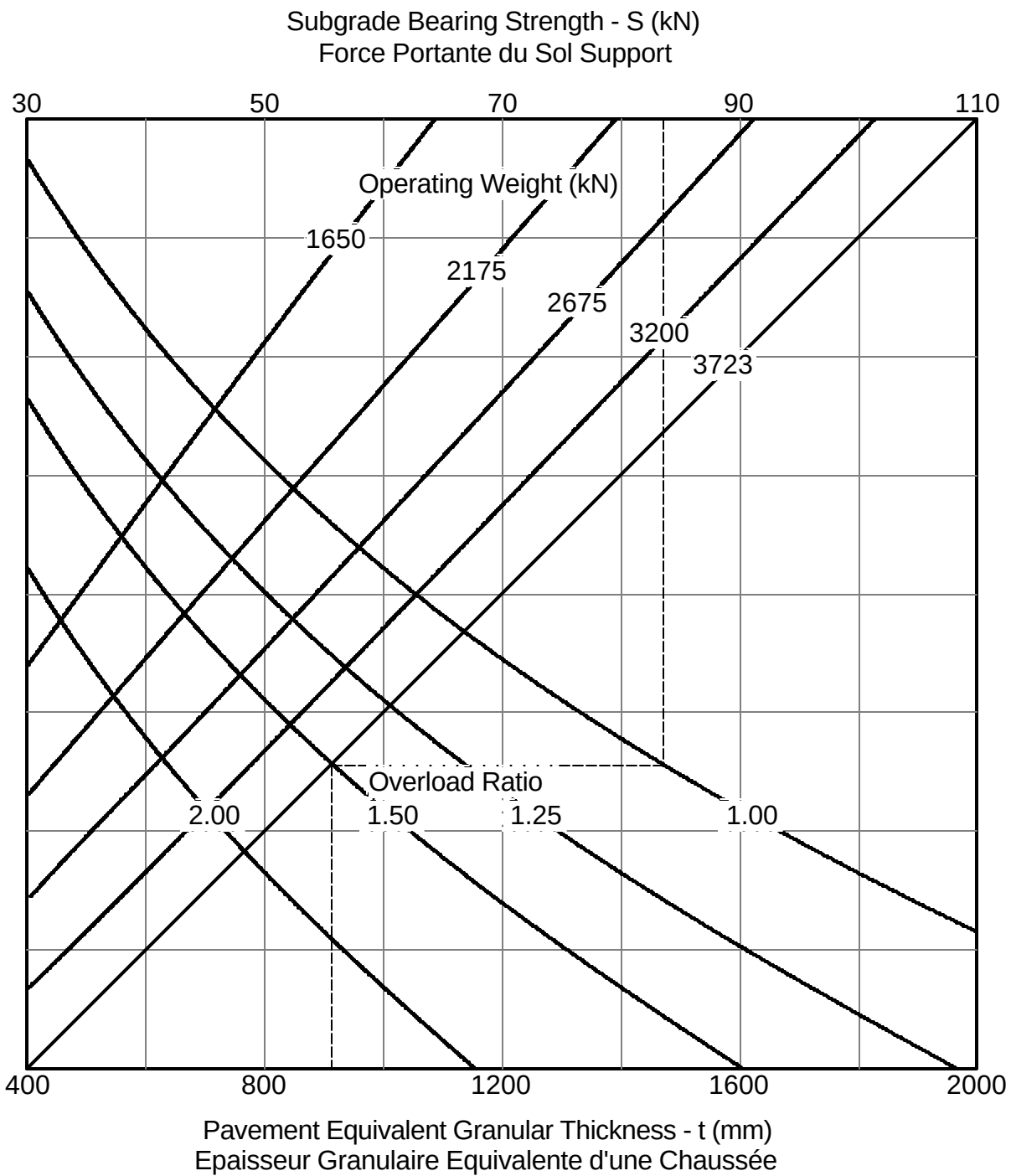
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		C-17A (Globemaster III)	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	2147 mm	2756 mm
Tire Pressure (MPa) Pression des Pneus	0.95		

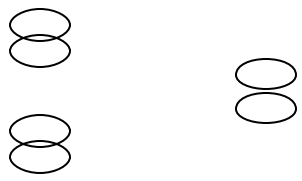


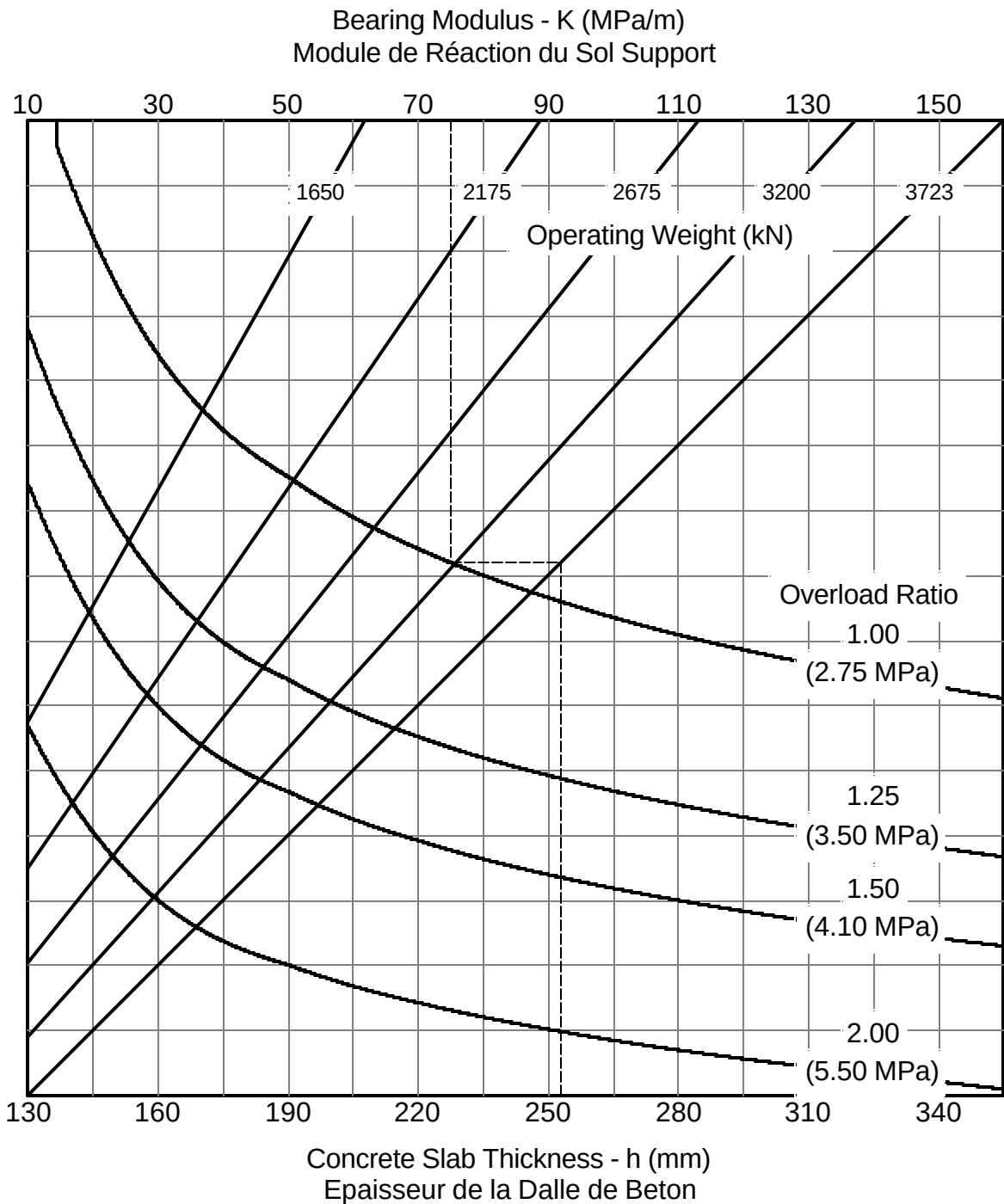
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		C-17A (Globemaster III)	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	2147 mm	2756 mm
Tire Pressure (MPa) Pression des Pneus	0.95		



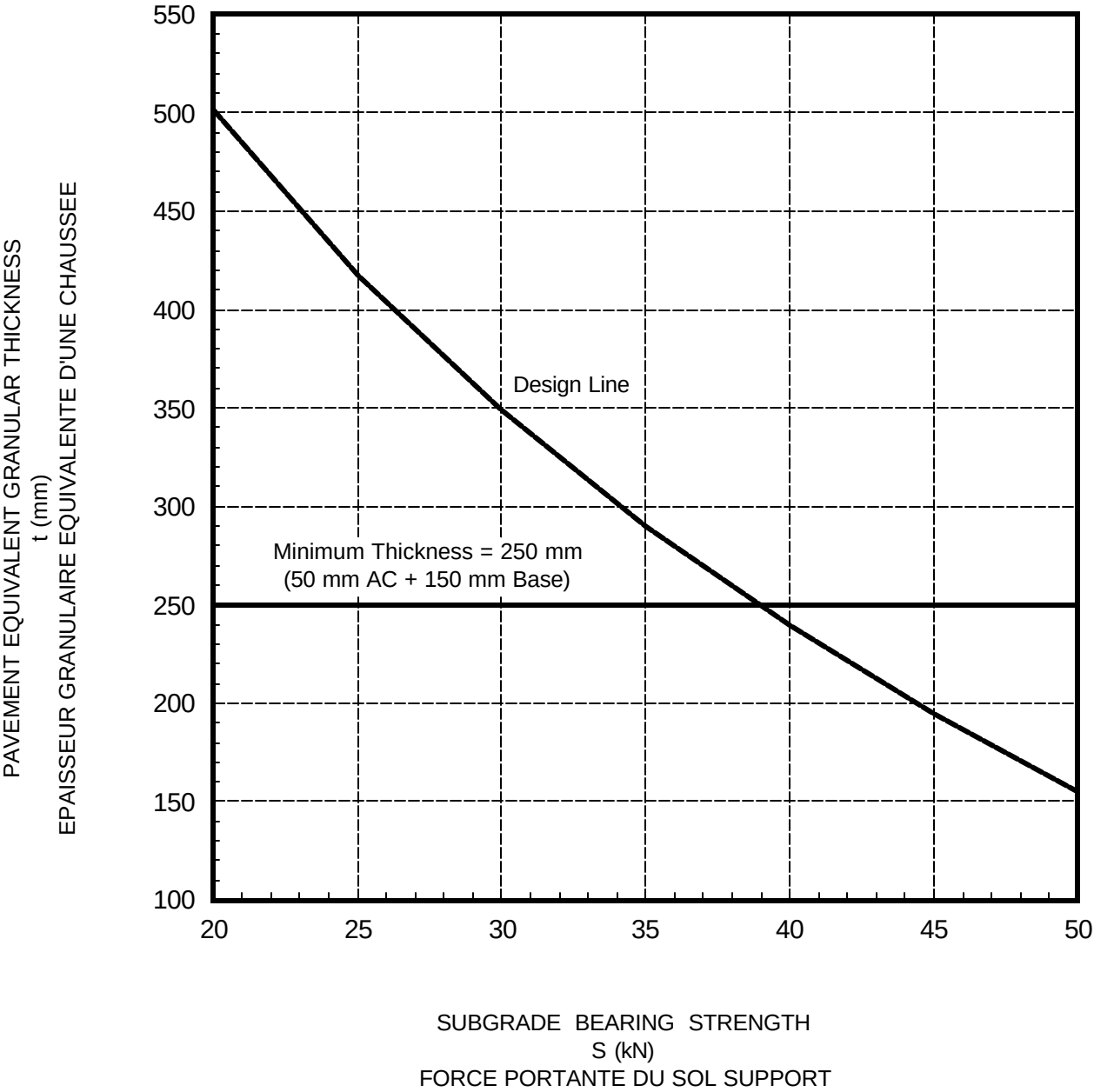
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		C-5 Galaxy (Lockheed)	
% Load on Main Gear % Poids sur Atterrisseur Principal	23.8	4674 mm	1626 mm 
Tire Pressure (MPa) Pression des Pneus	0.77		



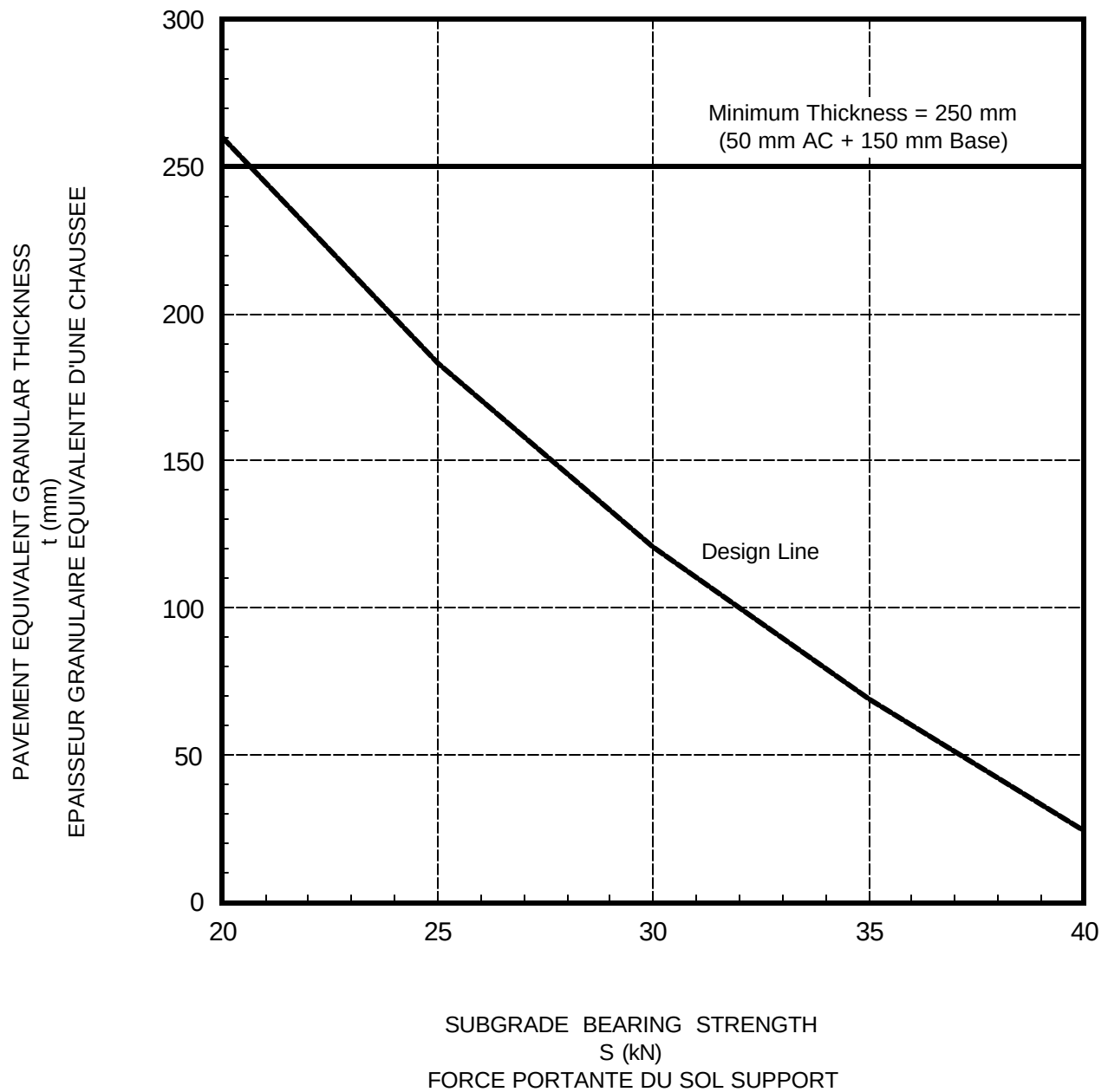
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		C-5 Galaxy (Lockheed)	
% Load on Main Gear % Poids sur Atterrisseur Principal	23.8	4674 mm	1626 mm 
Tire Pressure (MPa) Pression des Pneus	0.77		



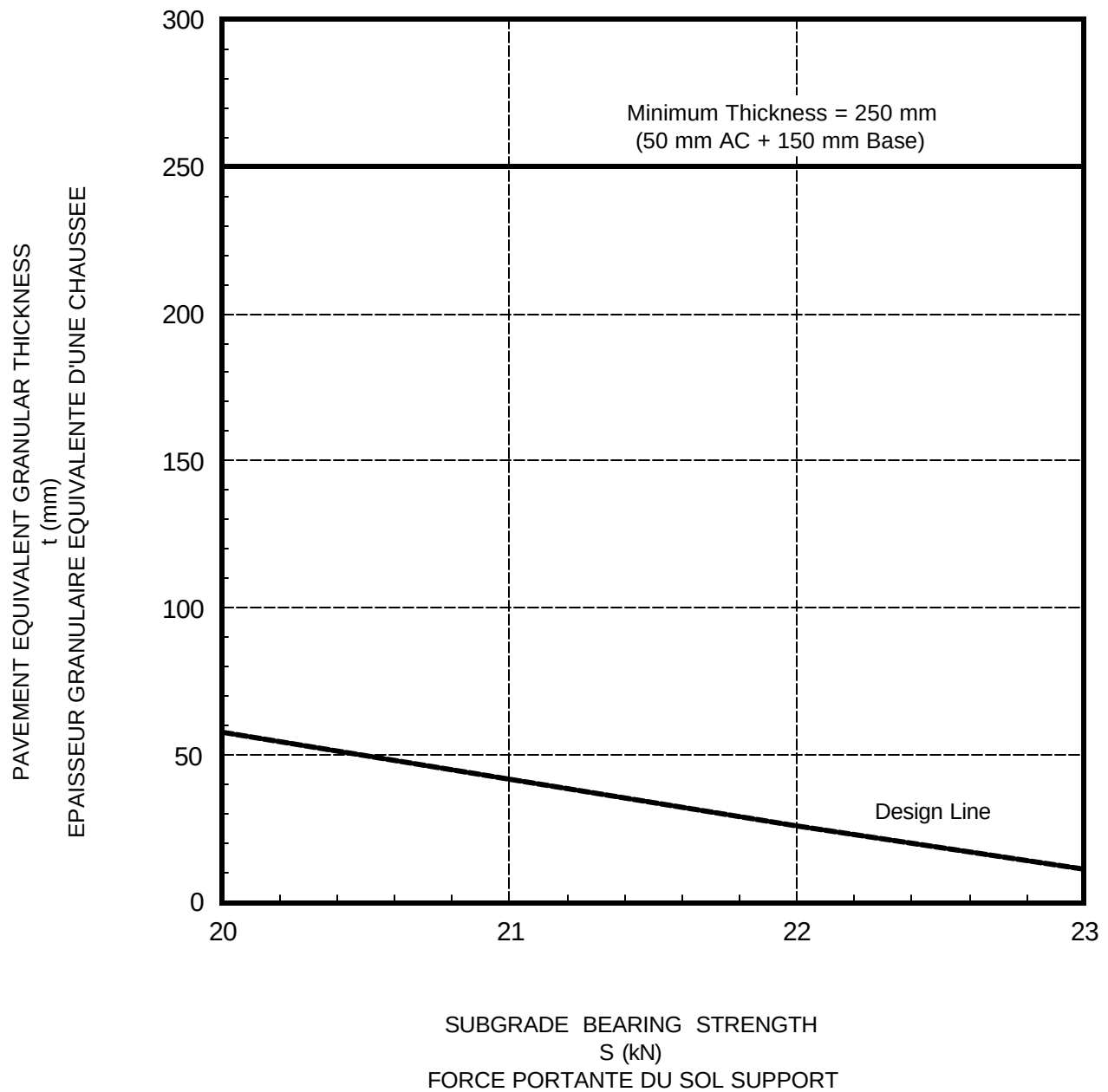
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussee Flexible		Canadair CL-41A (CT-114 Tutor)
Operating Weight (kN) Poids d'Operation	49	
% Load on One Main Gear % Poids sur Atterrisseur Principal	47.5	
Tire Pressure (MPa) Pression des Pneus	0.37	



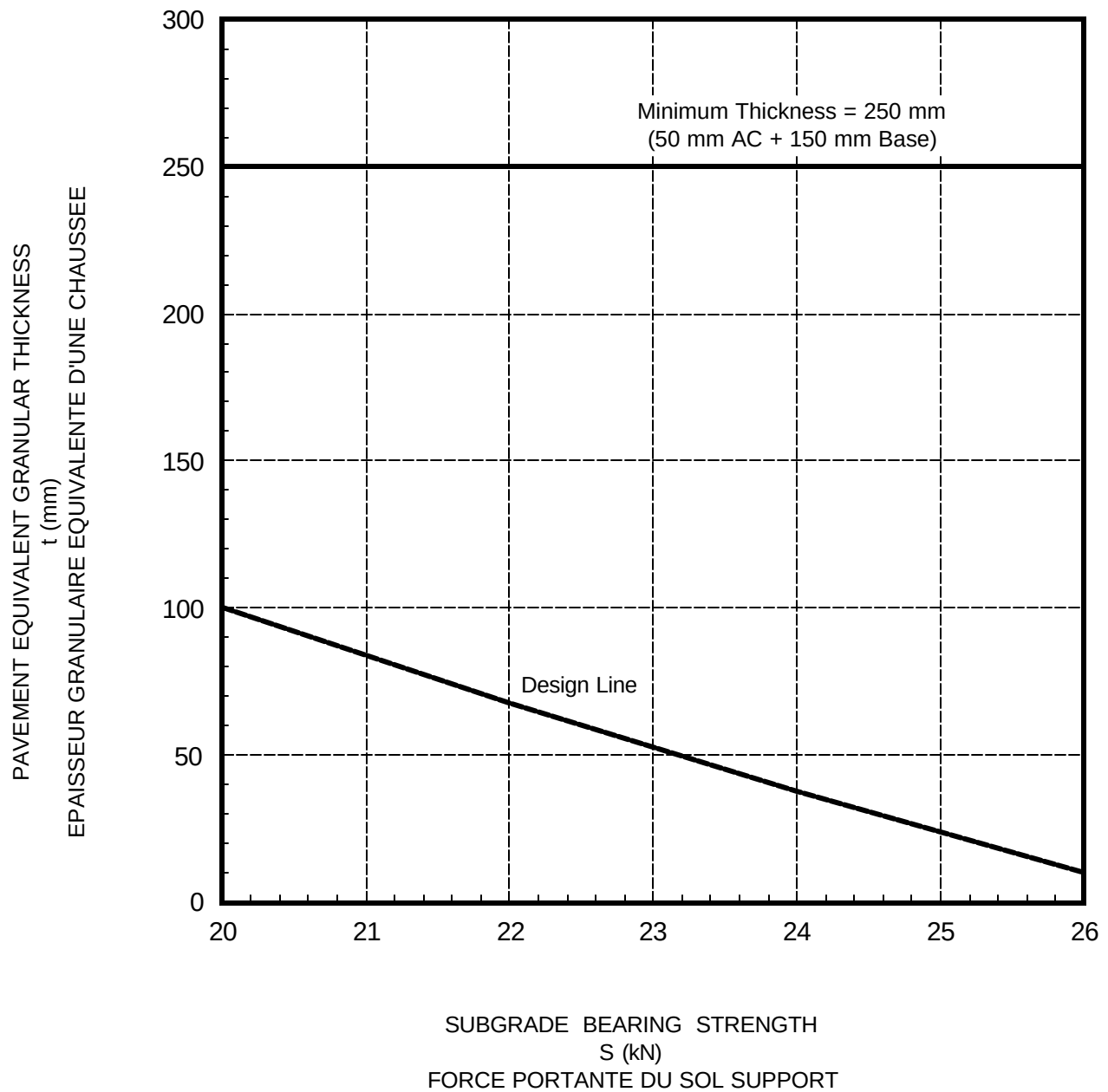
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussee Flexible		Cessna 114B (Commander)
Operating Weight (kN) Poids d'Operation	15	
% Load on One Main Gear % Poids sur Atterrisseur Principal	47.5	
Tire Pressure (MPa) Pression des Pneus	0.35	



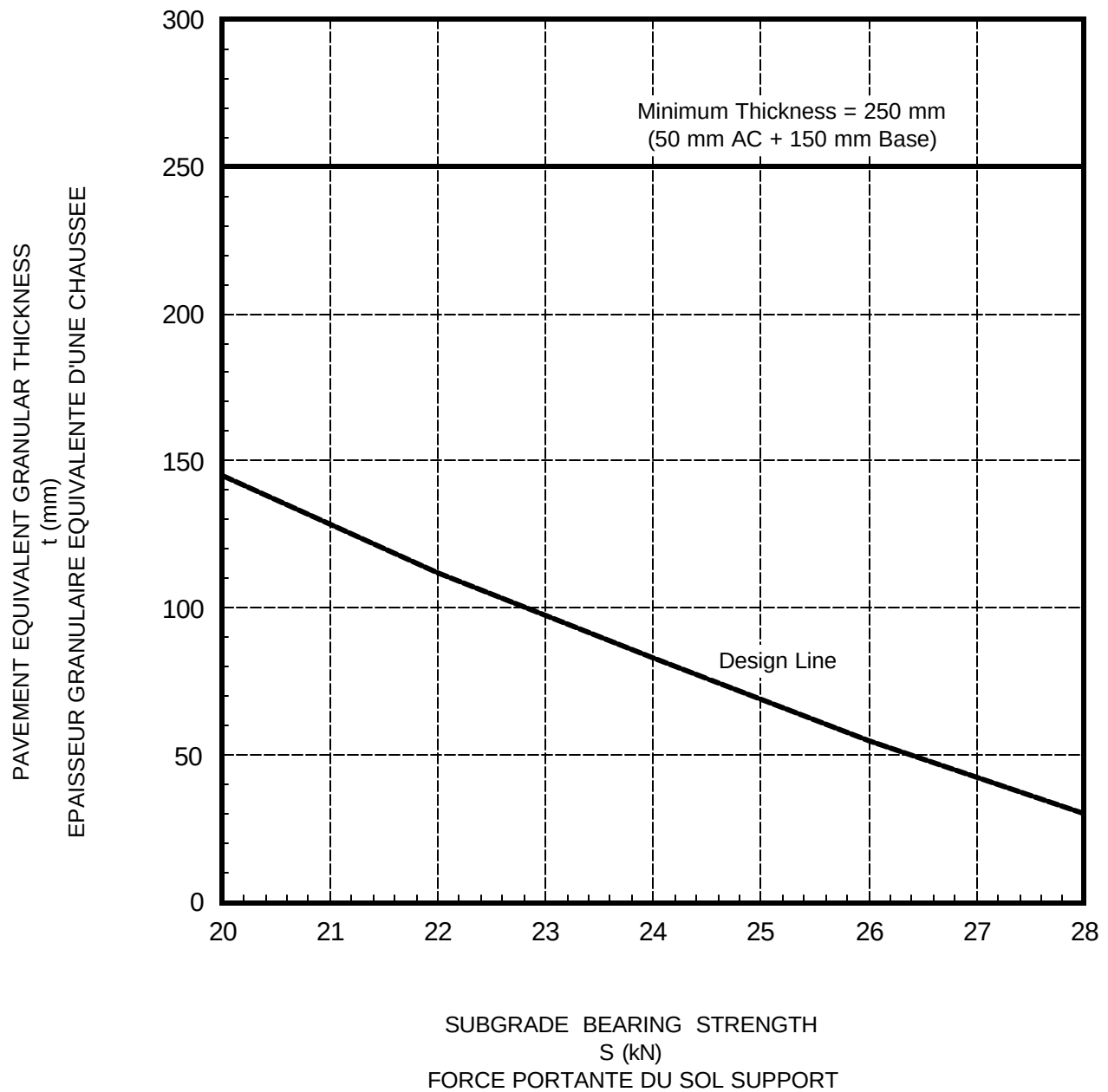
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussee Flexible		Cessna 152
Operating Weight (kN) Poids d'Operation	8	
% Load on One Main Gear % Poids sur Atterrisseur Principal	47.5	
Tire Pressure (MPa) Pression des Pneus	0.20	



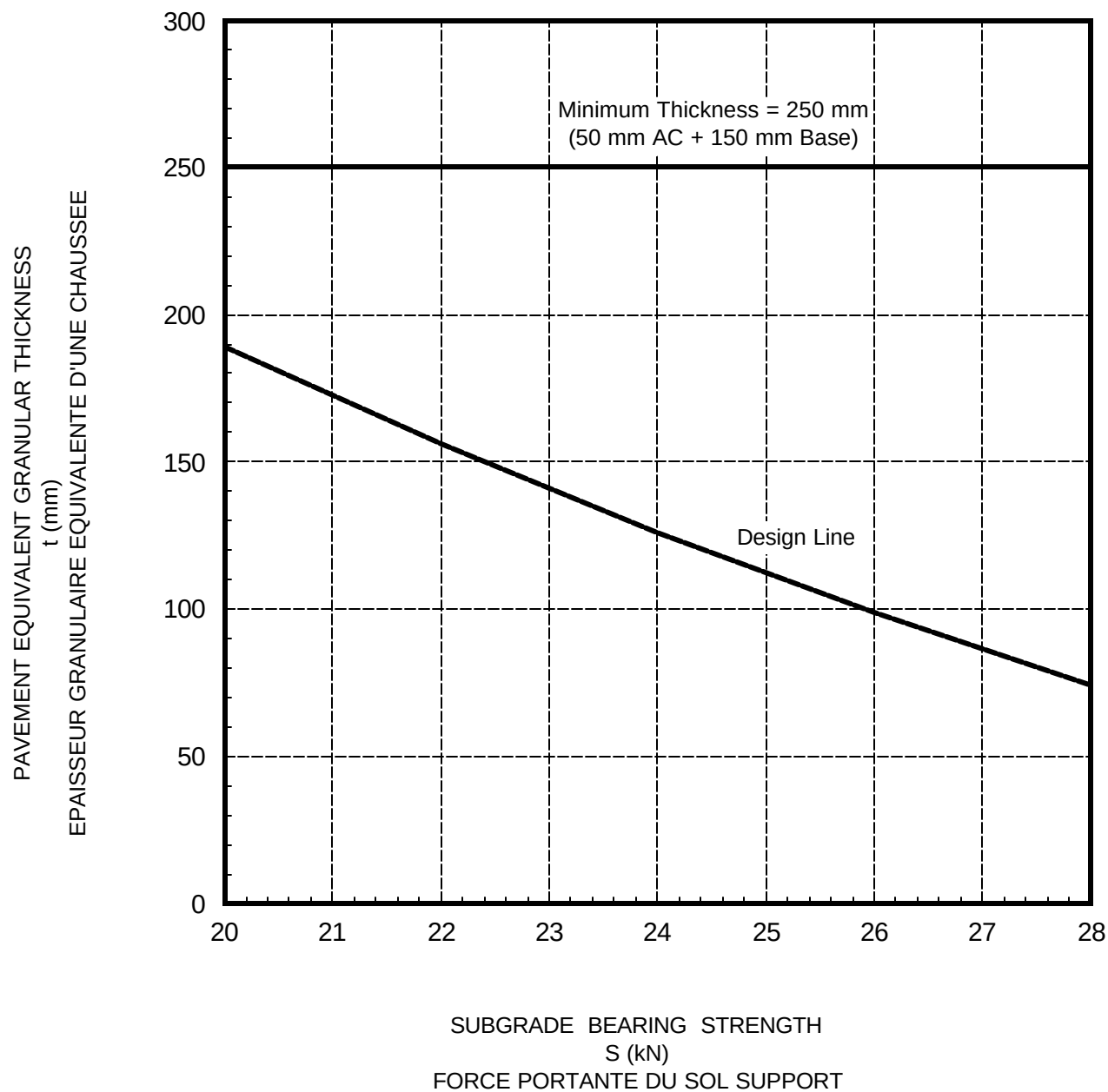
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussee Flexible		Cessna 172 (Skyhawk)
Operating Weight (kN) Poids d'Operation	11	
% Load on One Main Gear % Poids sur Atterrisseur Principal	47.5	
Tire Pressure (MPa) Pression des Pneus	0.19	



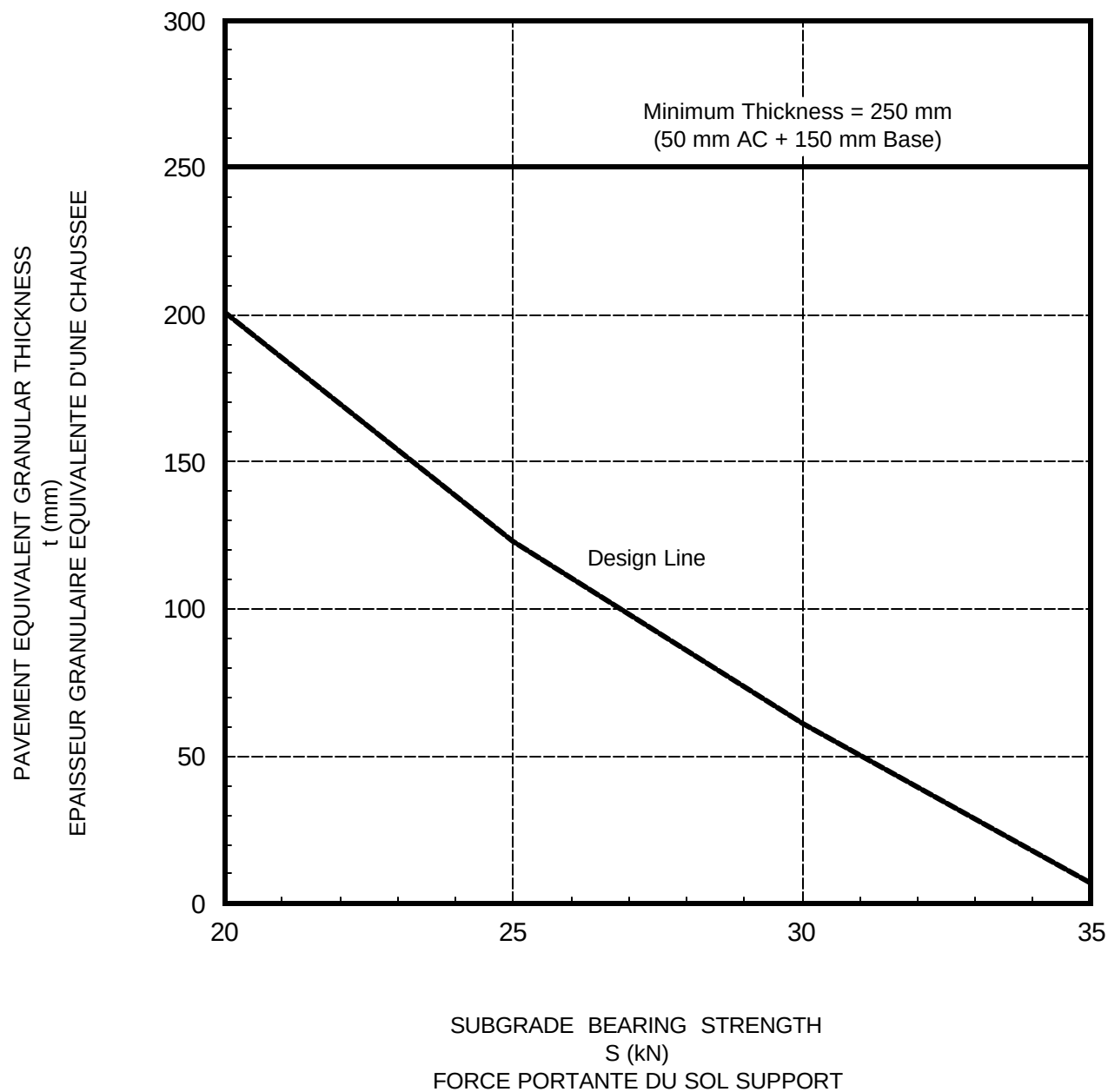
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussee Flexible		Cessna 180 (Skywagon)
Operating Weight (kN) Poids d'Operation	13	
% Load on One Main Gear % Poids sur Atterrisseur Principal	47.5	
Tire Pressure (MPa) Pression des Pneus	0.21	



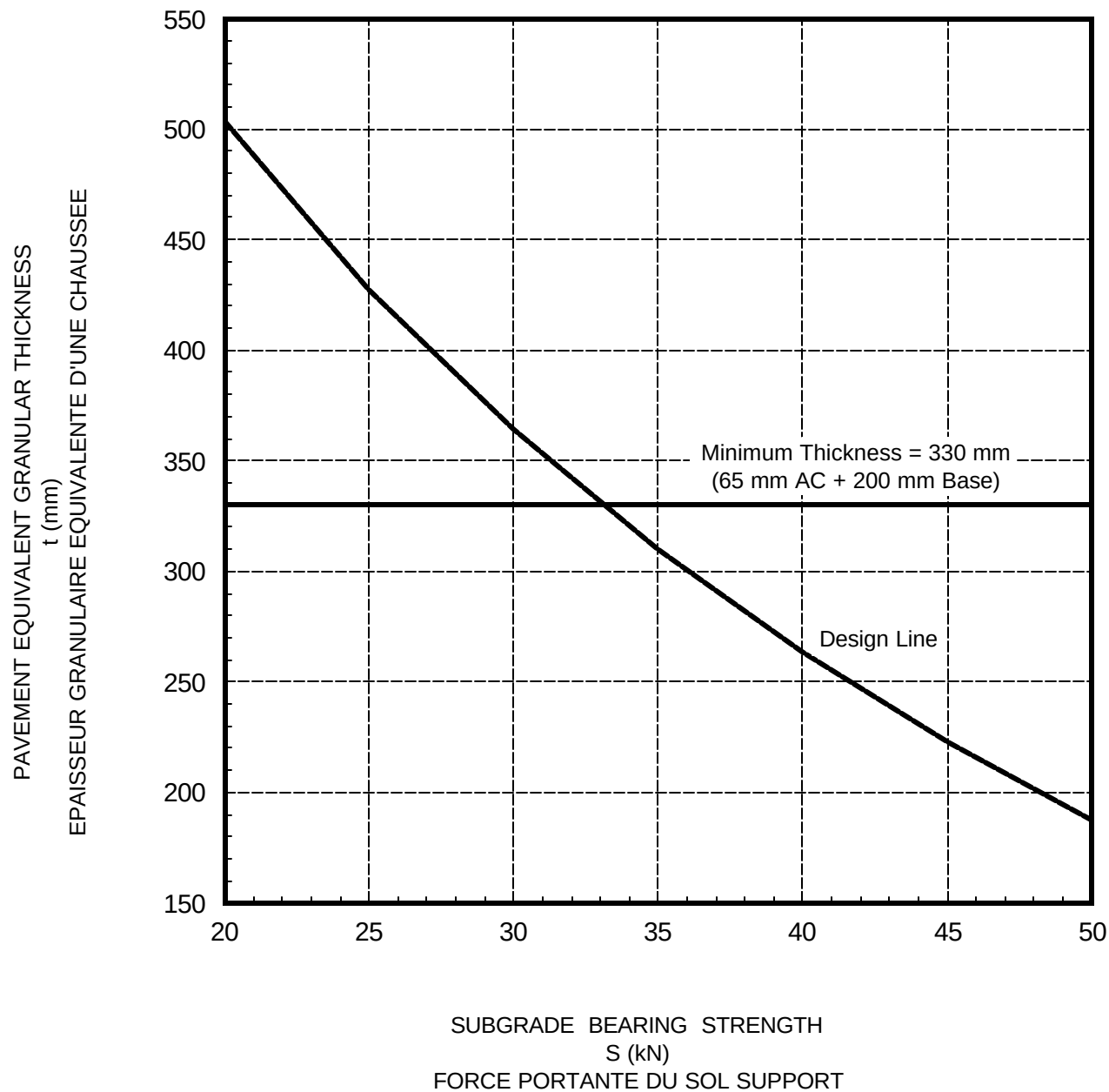
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussee Flexible		Cessna 182 (Skylane)
Operating Weight (kN) Poids d'Operation	14	
% Load on One Main Gear % Poids sur Atterrisseur Principal	47.5	
Tire Pressure (MPa) Pression des Pneus	0.25	



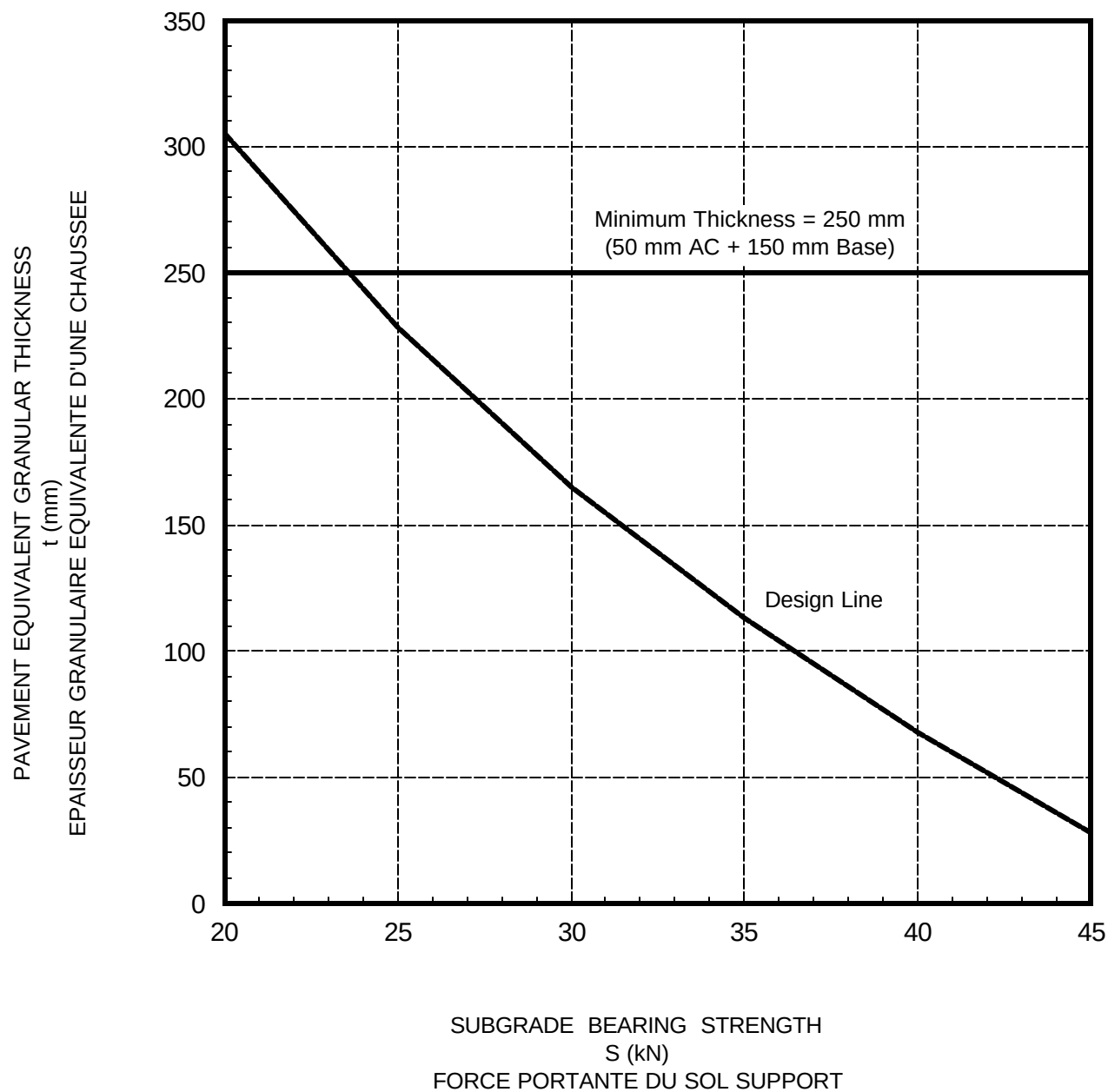
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussee Flexible		Cessna 185 (Skywagon)
Operating Weight (kN) Poids d'Operation	15	
% Load on One Main Gear % Poids sur Atterrisseur Principal	47.5	
Tire Pressure (MPa) Pression des Pneus	0.25	



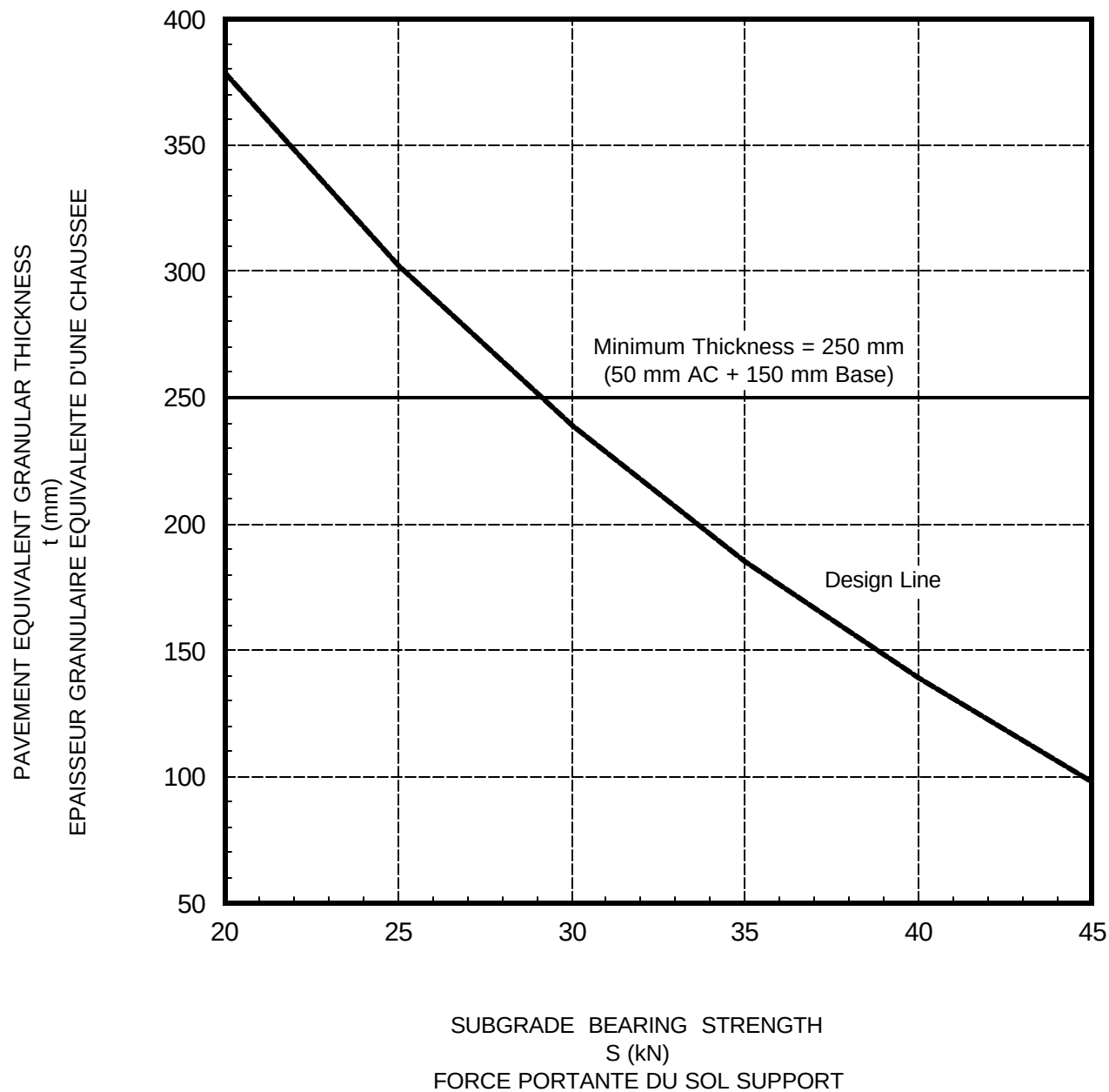
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		Cessna 208 (Caravan)
Operating Weight (kN) Poids d'Operation	36	
% Load on One Main Gear % Poids sur Atterrisseur Principal	47.5	
Tire Pressure (MPa) Pression des Pneus	0.60	



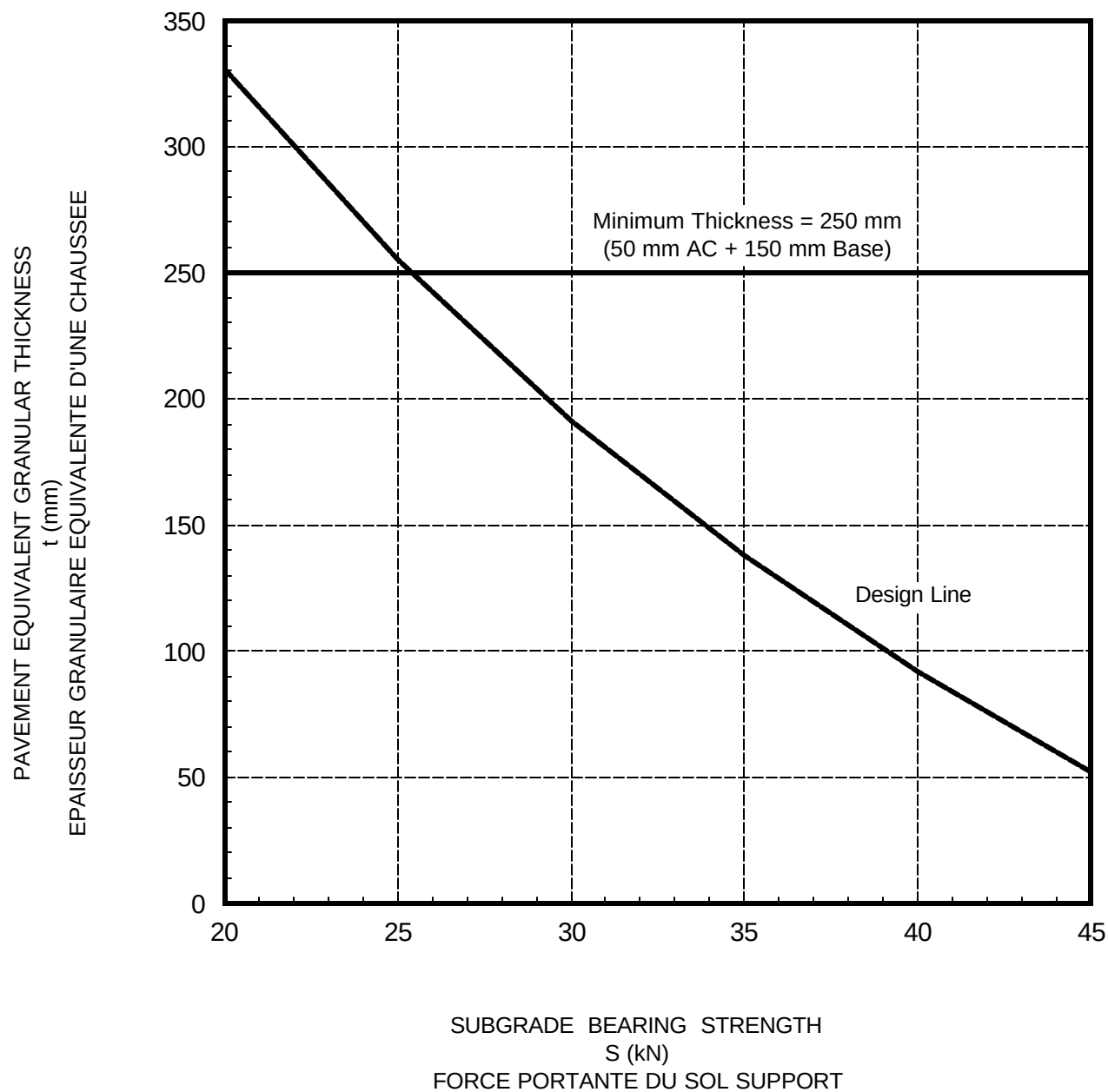
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussee Flexible		Cessna 210 (Centurion)
Operating Weight (kN) Poids d'Operation	18	
% Load on One Main Gear % Poids sur Atterrisseur Principal	47.5	
Tire Pressure (MPa) Pression des Pneus	0.38	



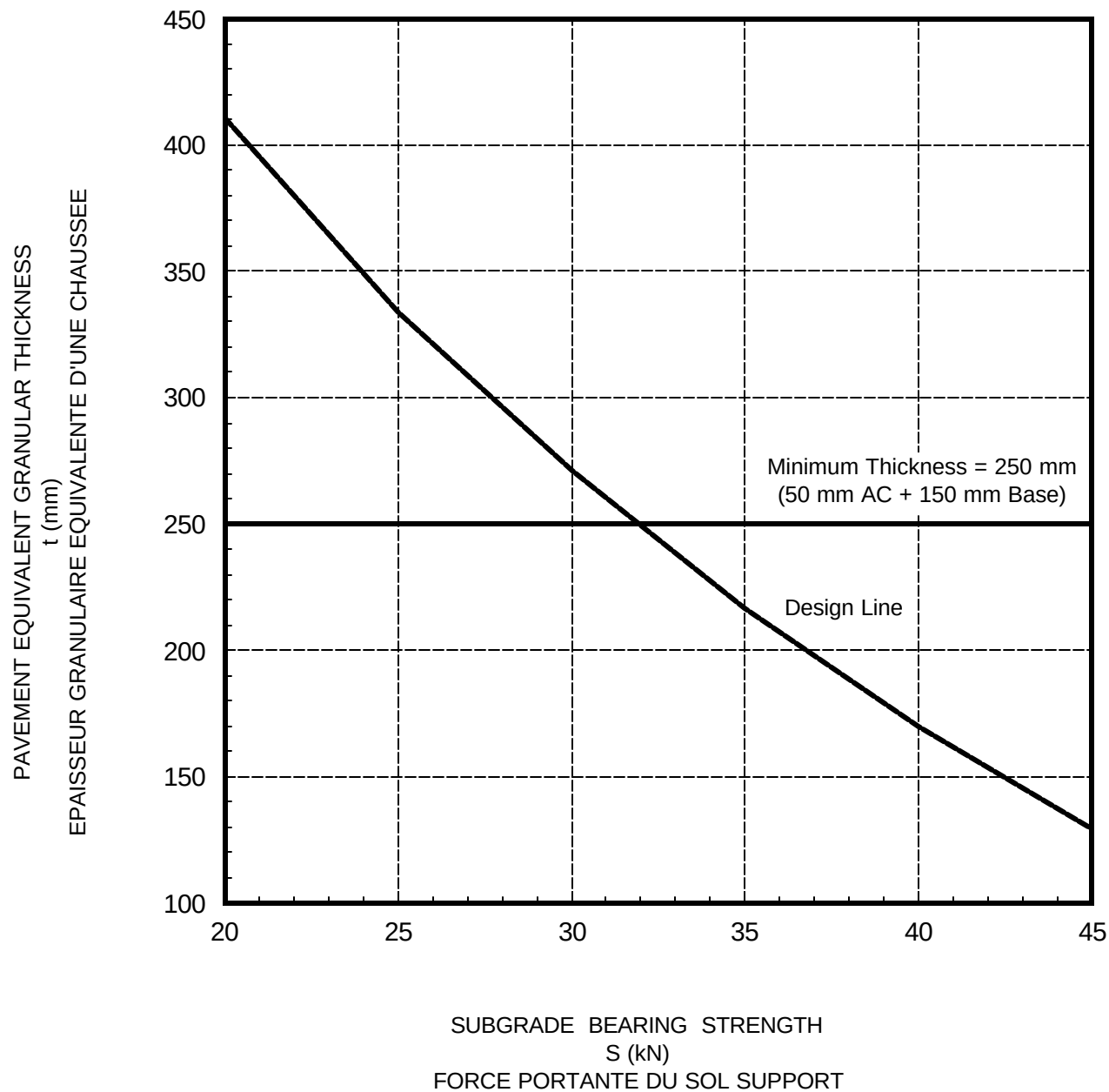
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		Cessna 310
Operating Weight (kN) Poids d'Operation	25	
% Load on One Main Gear % Poids sur Atterrisseur Principal	47.5	
Tire Pressure (MPa) Pression des Pneus	0.42	



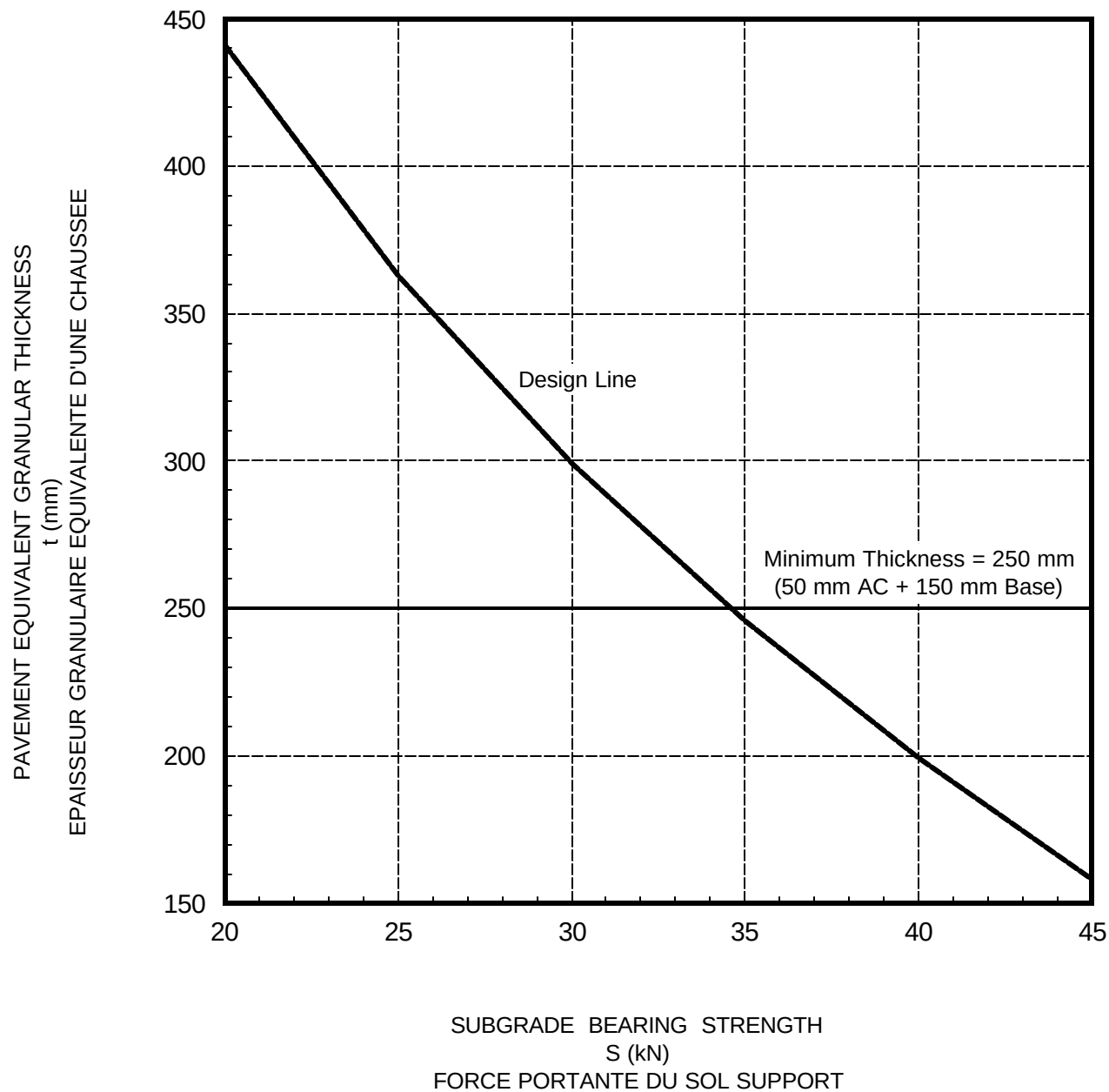
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussee Flexible		Cessna 337 (Skymaster)
Operating Weight (kN) Poids d'Operation	21	
% Load on One Main Gear % Poids sur Atterrisseur Principal	47.5	
Tire Pressure (MPa) Pression des Pneus	0.38	



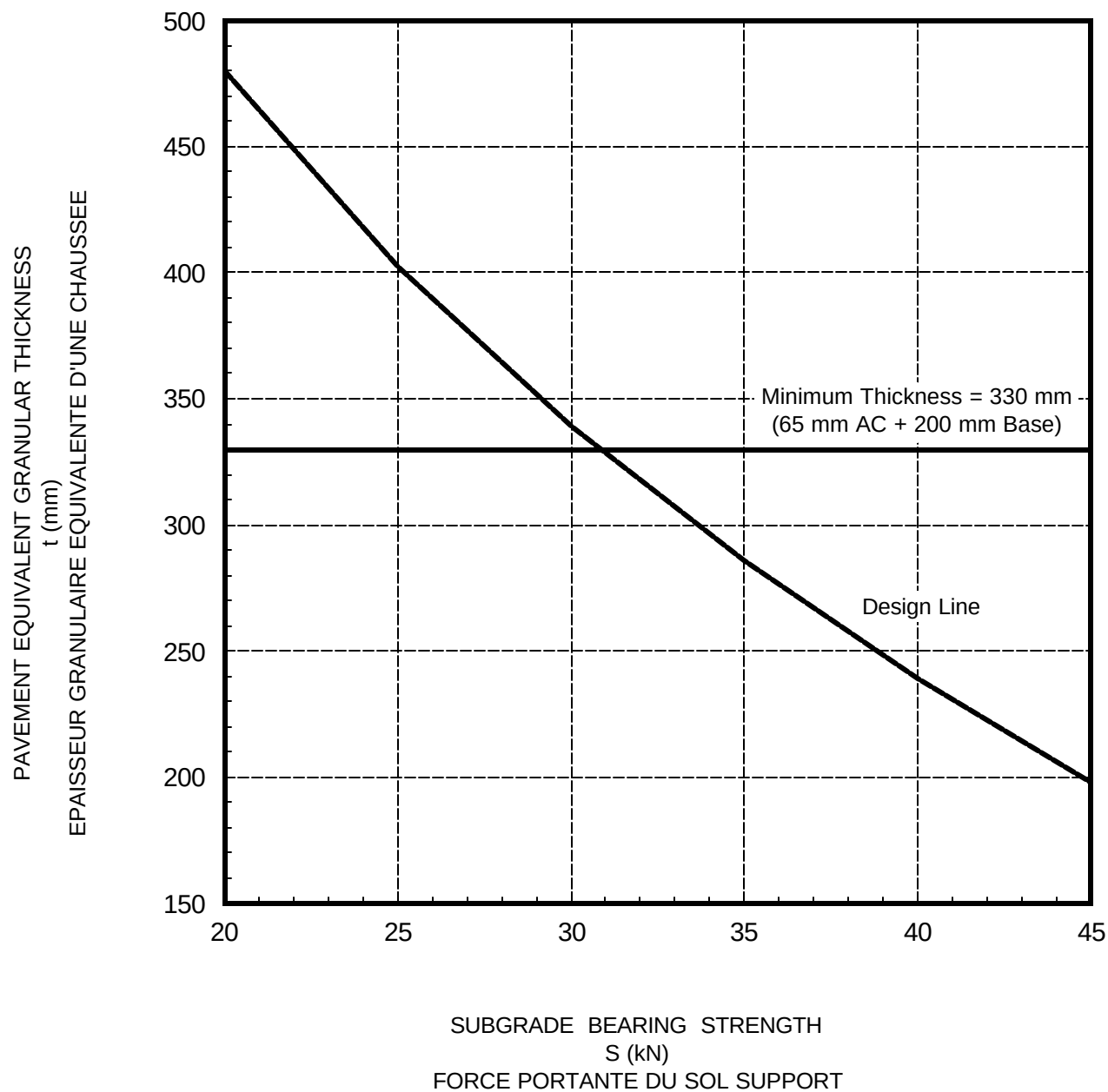
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussee Flexible		Cessna 401
Operating Weight (kN) Poids d'Operation	28	
% Load on One Main Gear % Poids sur Atterrisseur Principal	47.5	
Tire Pressure (MPa) Pression des Pneus	0.45	



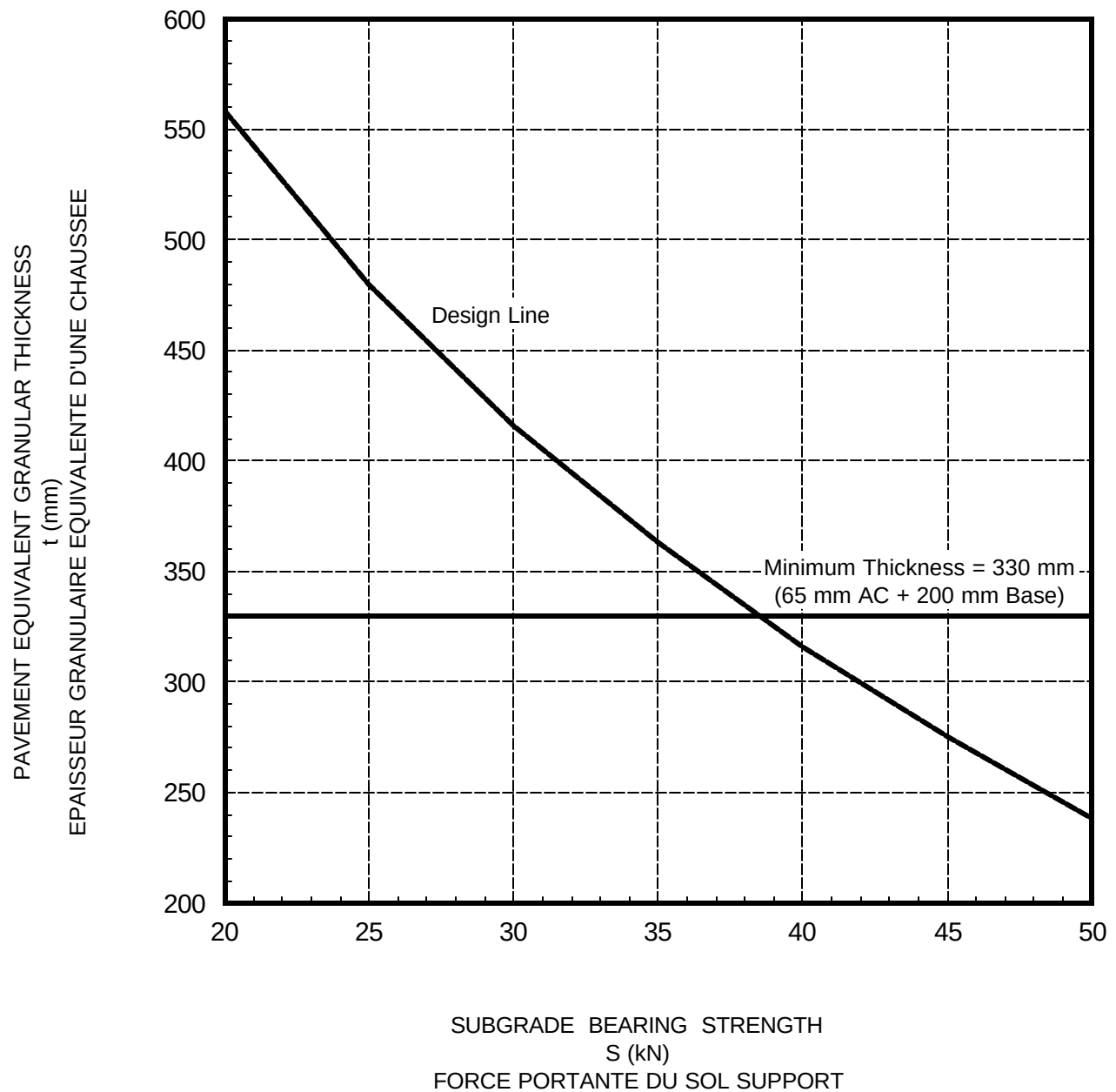
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		Cessna 402C, 414A (Chancellor)
Operating Weight (kN) Poids d'Operation	31	
% Load on One Main Gear % Poids sur Atterrisseur Principal	47.5	
Tire Pressure (MPa) Pression des Pneus	0.48	



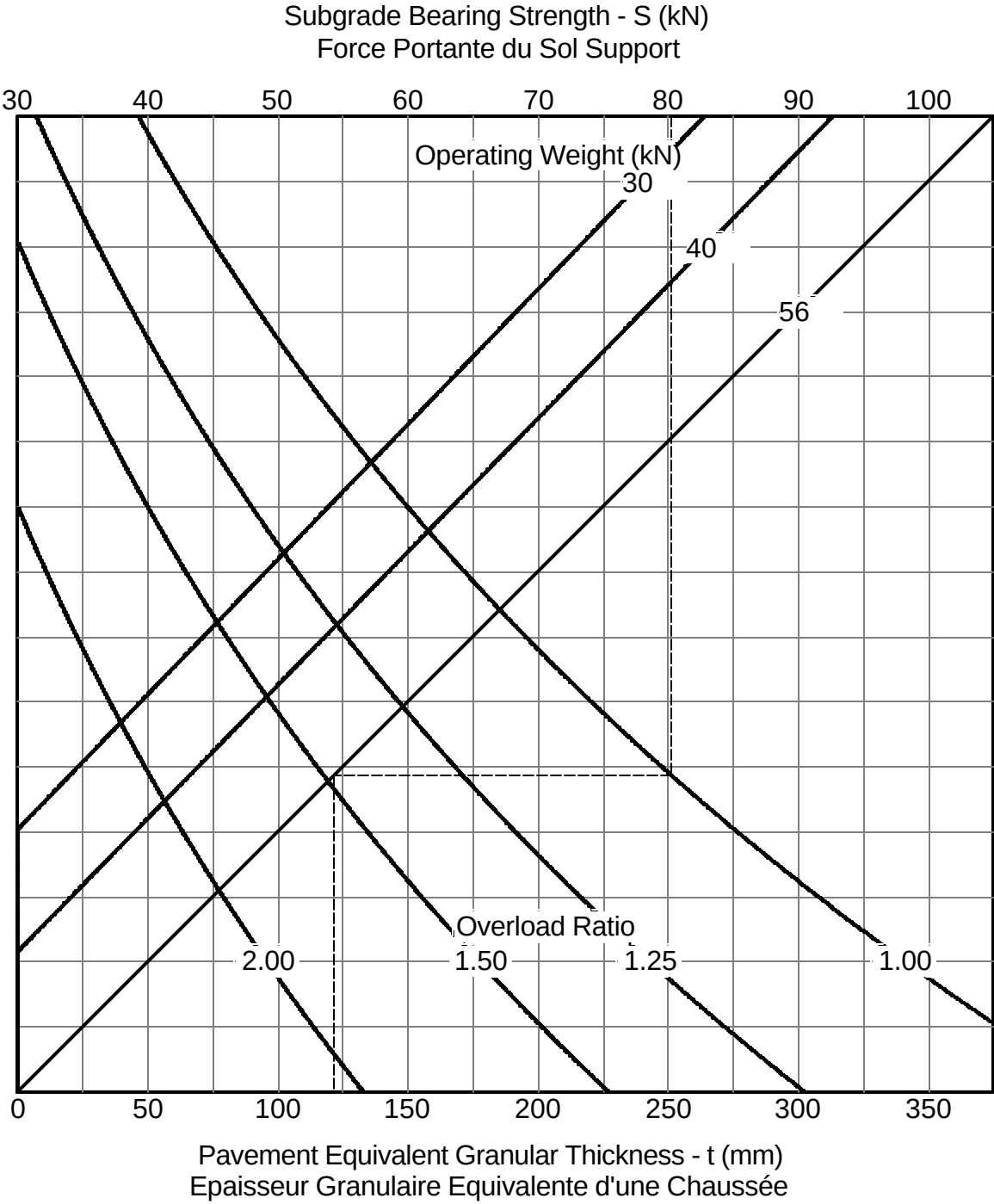
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussee Flexible		Cessna 421 (Golden Eagle)
Operating Weight (kN) Poids d'Operation	34	
% Load on One Main Gear % Poids sur Atterrisseur Principal	47.5	
Tire Pressure (MPa) Pression des Pneus	0.55	



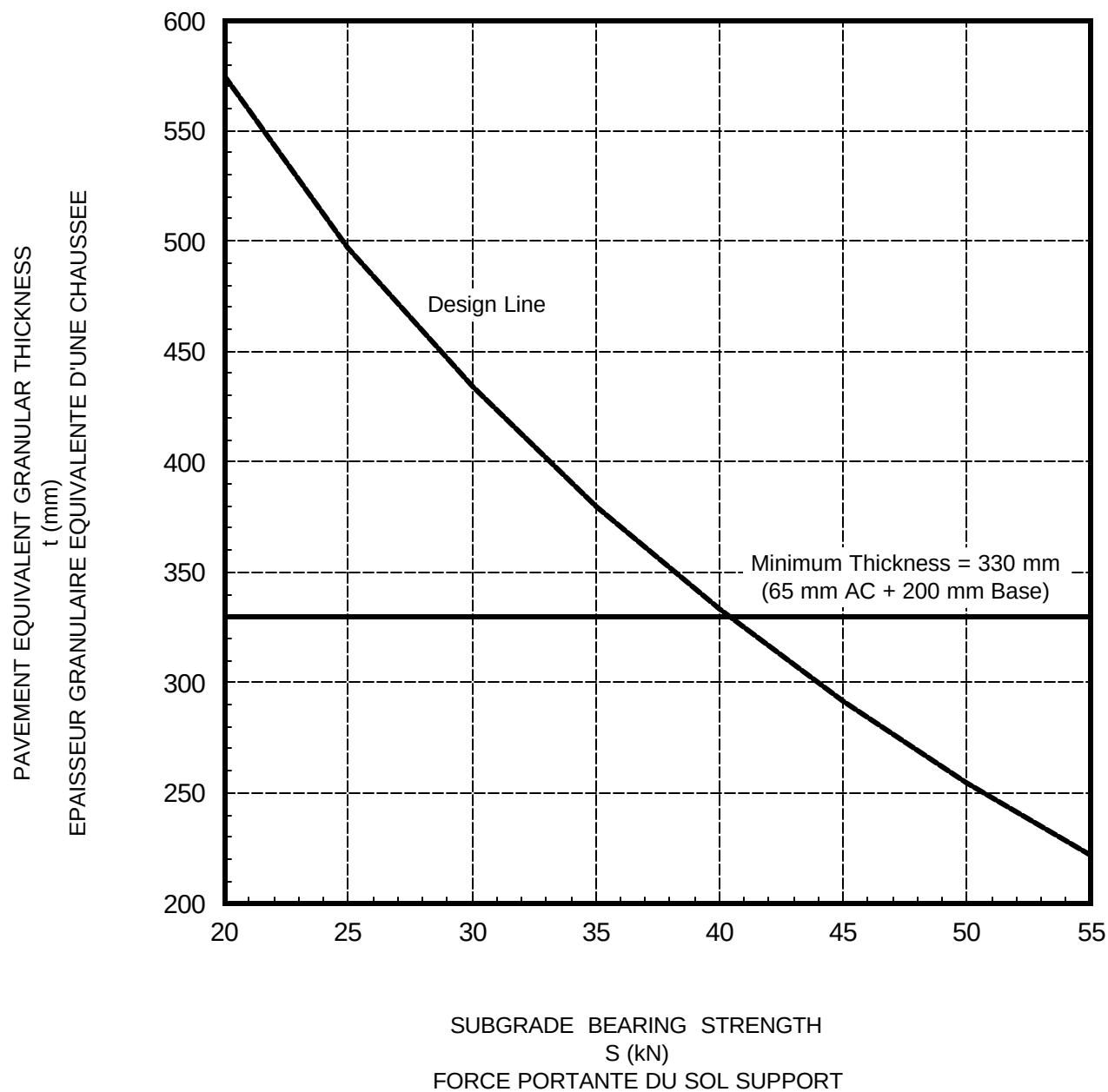
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		Cessna 441 (Conquest II)
Operating Weight (kN) Poids d'Operation	44	
% Load on One Main Gear % Poids sur Atterrisseur Principal	47.5	
Tire Pressure (MPa) Pression des Pneus	0.66	



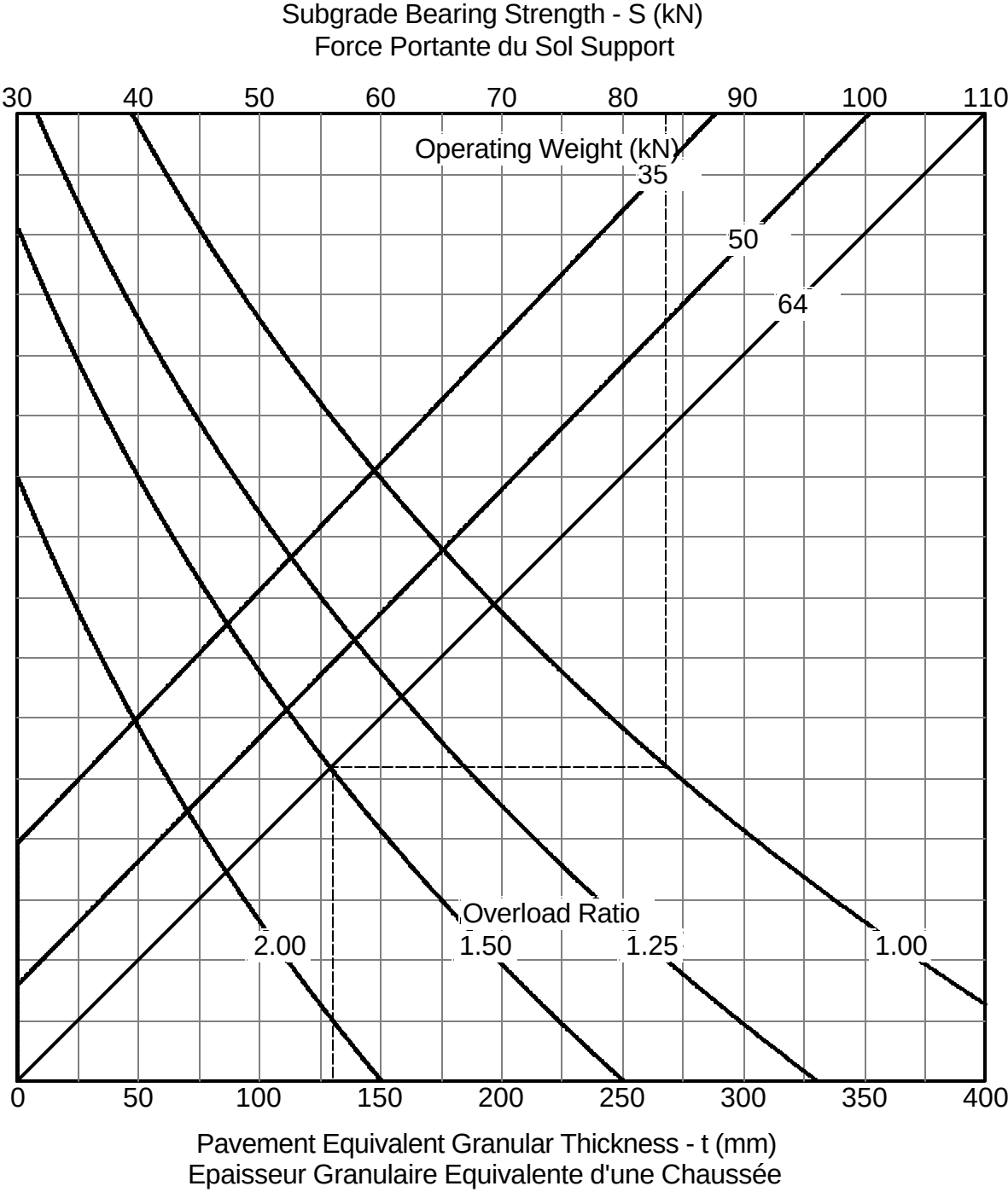
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		Cessna 501 (Citation I)
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	
Tire Pressure (MPa) Pression des Pneus	0.69	



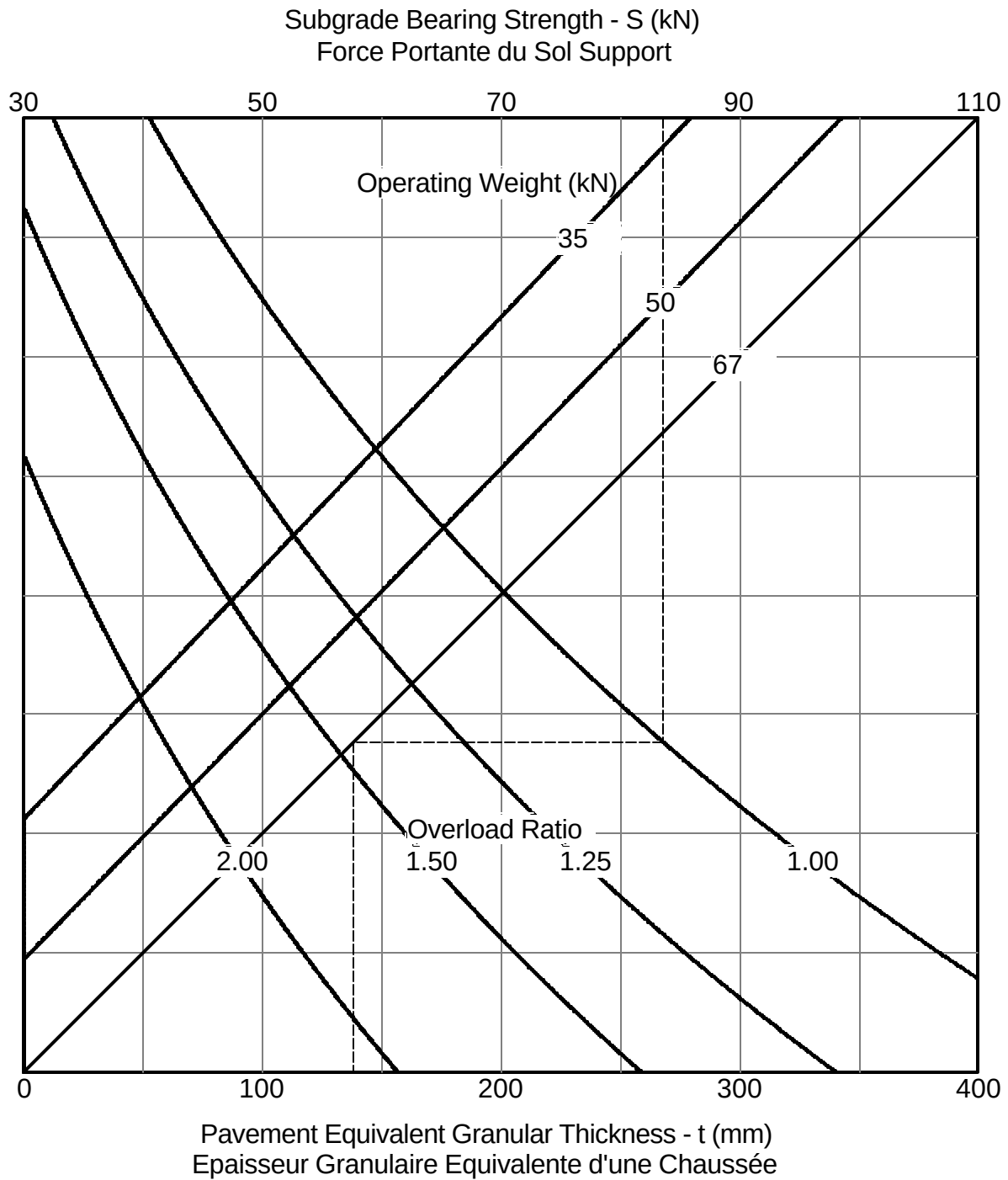
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussee Flexible		Cessna 525 (Citation Jet)
Operating Weight (kN) Poids d'Operation	47	
% Load on One Main Gear % Poids sur Atterrisseur Principal	47.5	
Tire Pressure (MPa) Pression des Pneus	0.68	



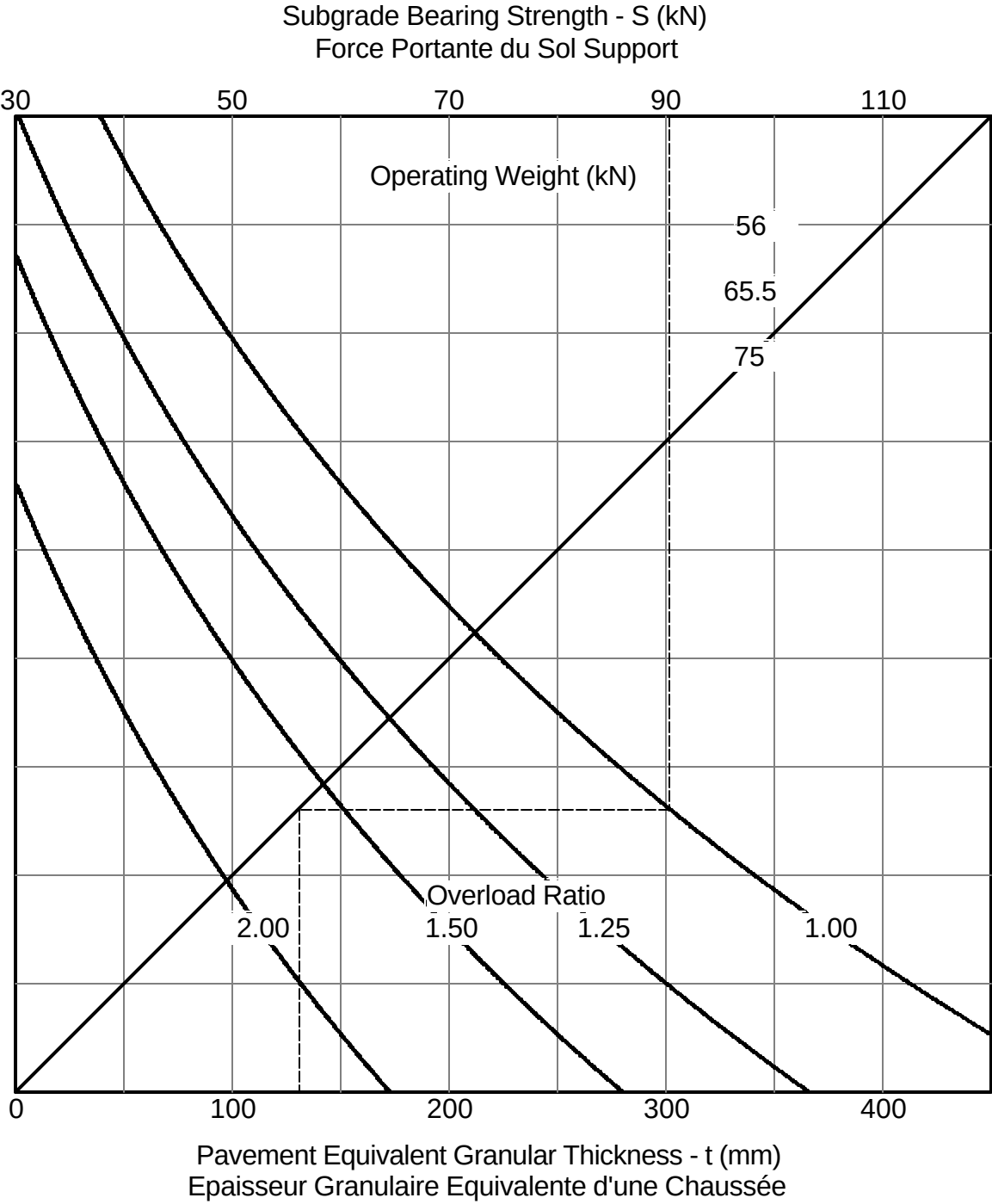
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		Cessna 550 (Citation II)
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	
Tire Pressure (MPa) Pression des Pneus	0.69	



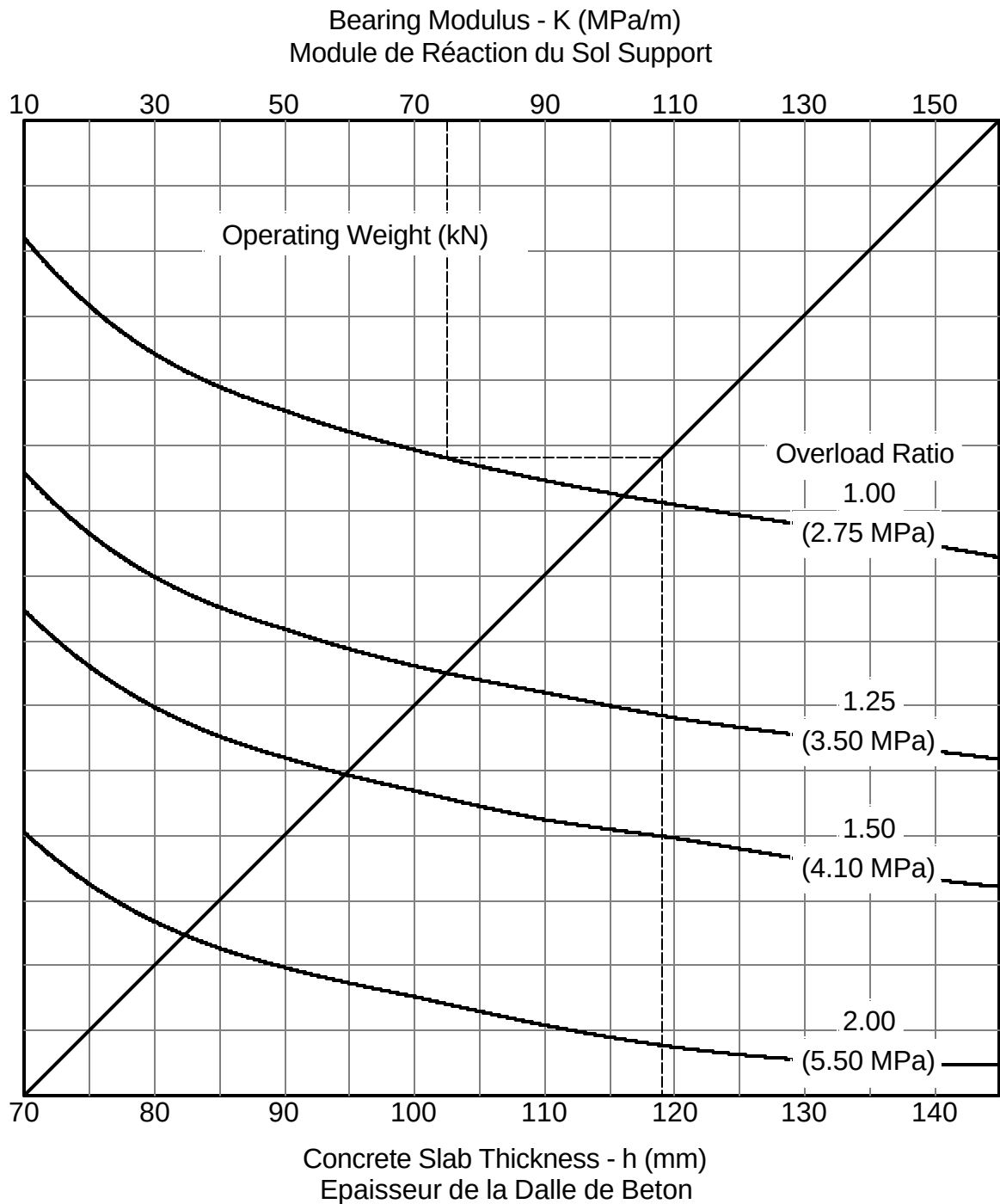
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		Cessna 550 (Citation Bravo)
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	
Tire Pressure (MPa) Pression des Pneus	0.69	



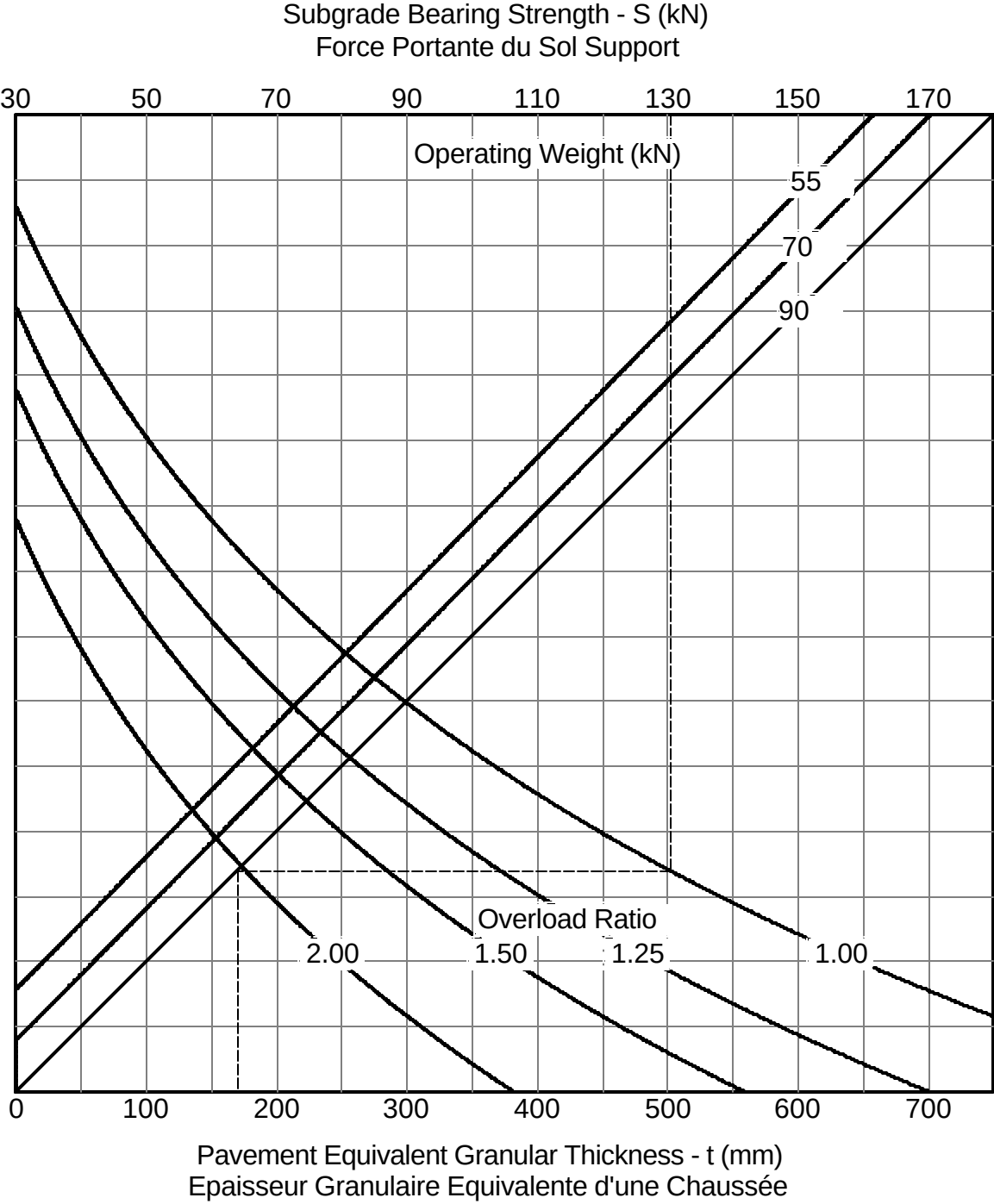
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		Cessna 560 (Citation V, Ultra)
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	
Tire Pressure (MPa) Pression des Pneus	0.69	



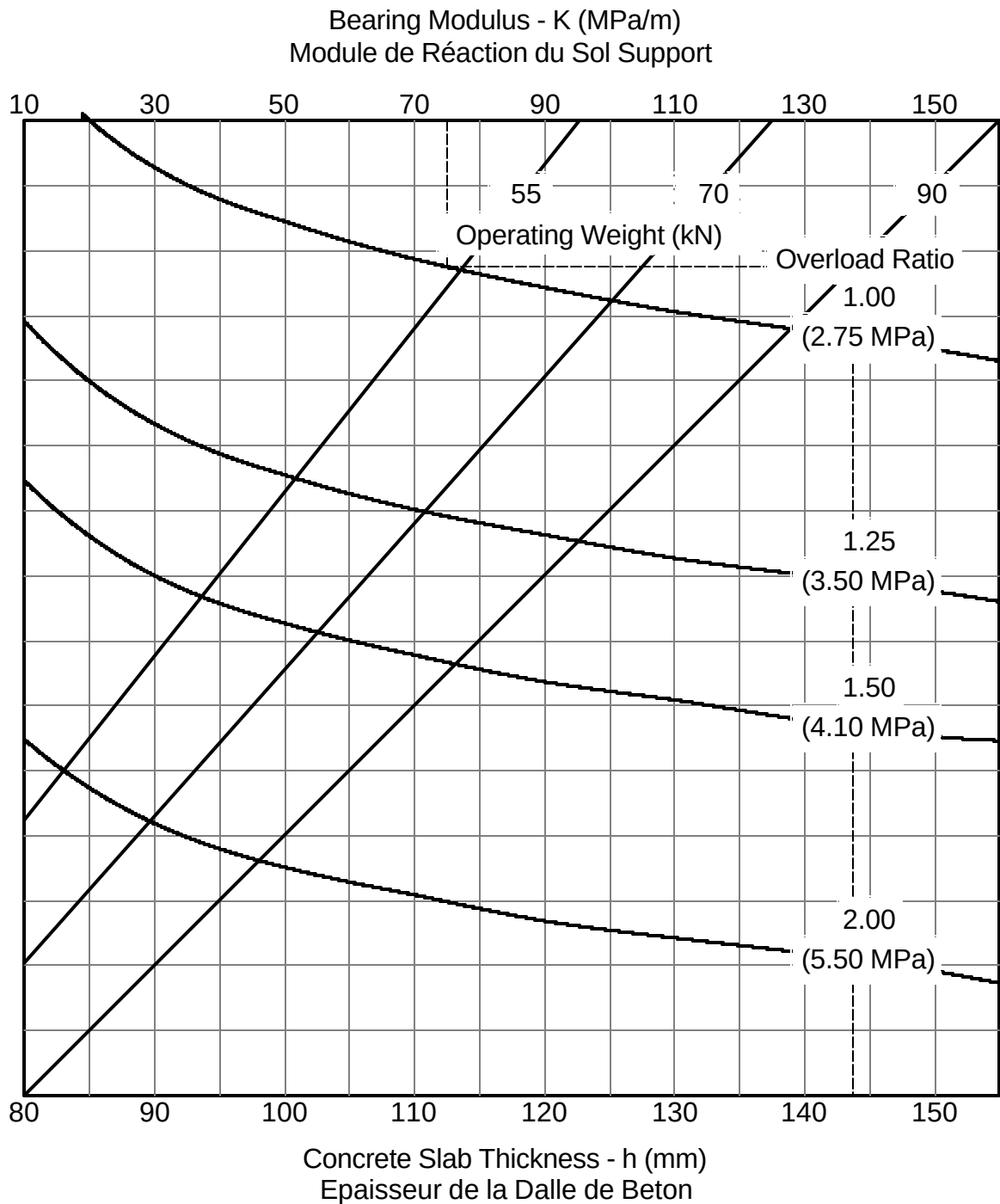
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		Cessna 560 (Citation V, Ultra)
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	
Tire Pressure (MPa) Pression des Pneus	0.69	



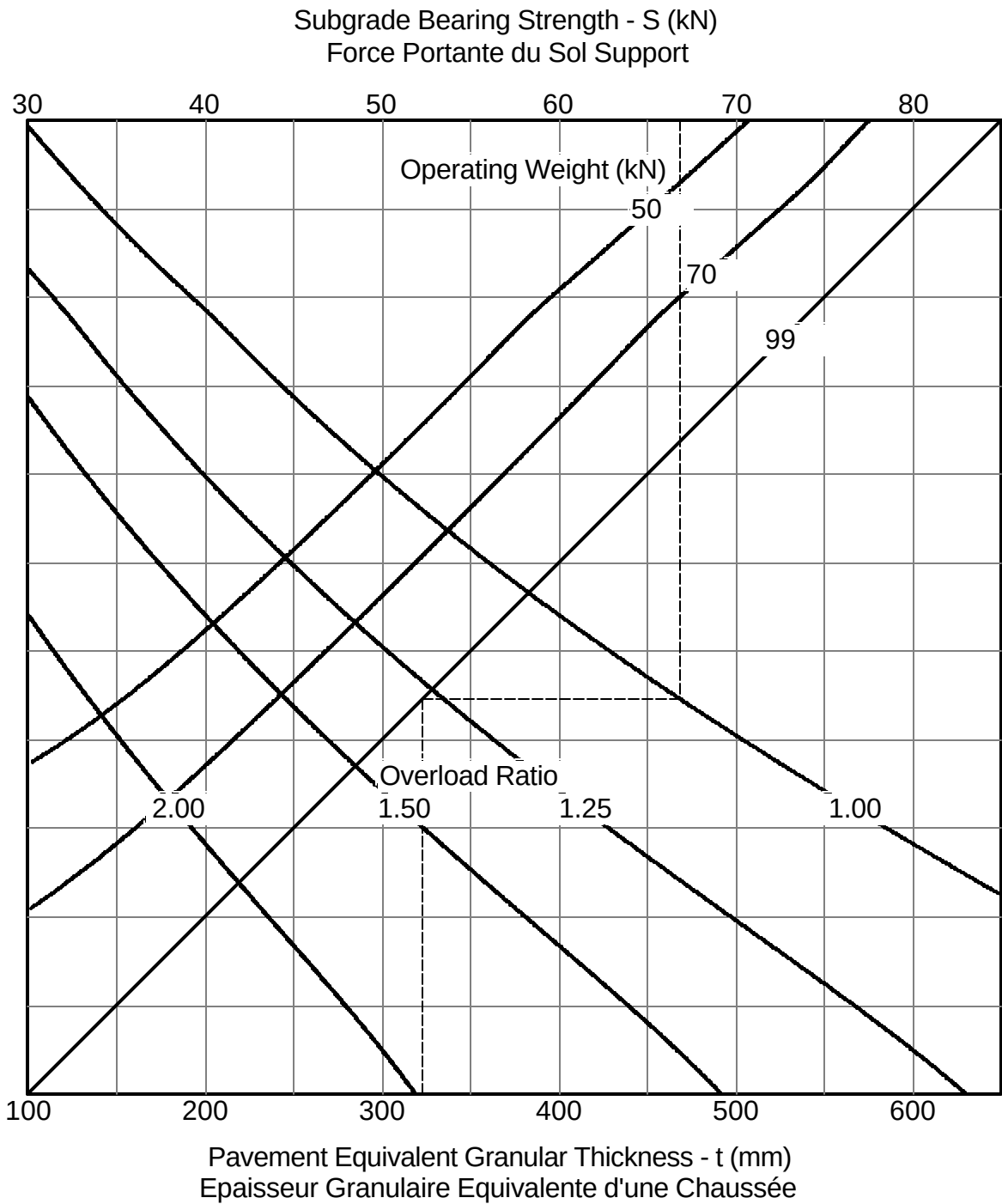
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		Cessna 560 XL (Citation Excel)
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	
Tire Pressure (MPa) Pression des Pneus	1.48	



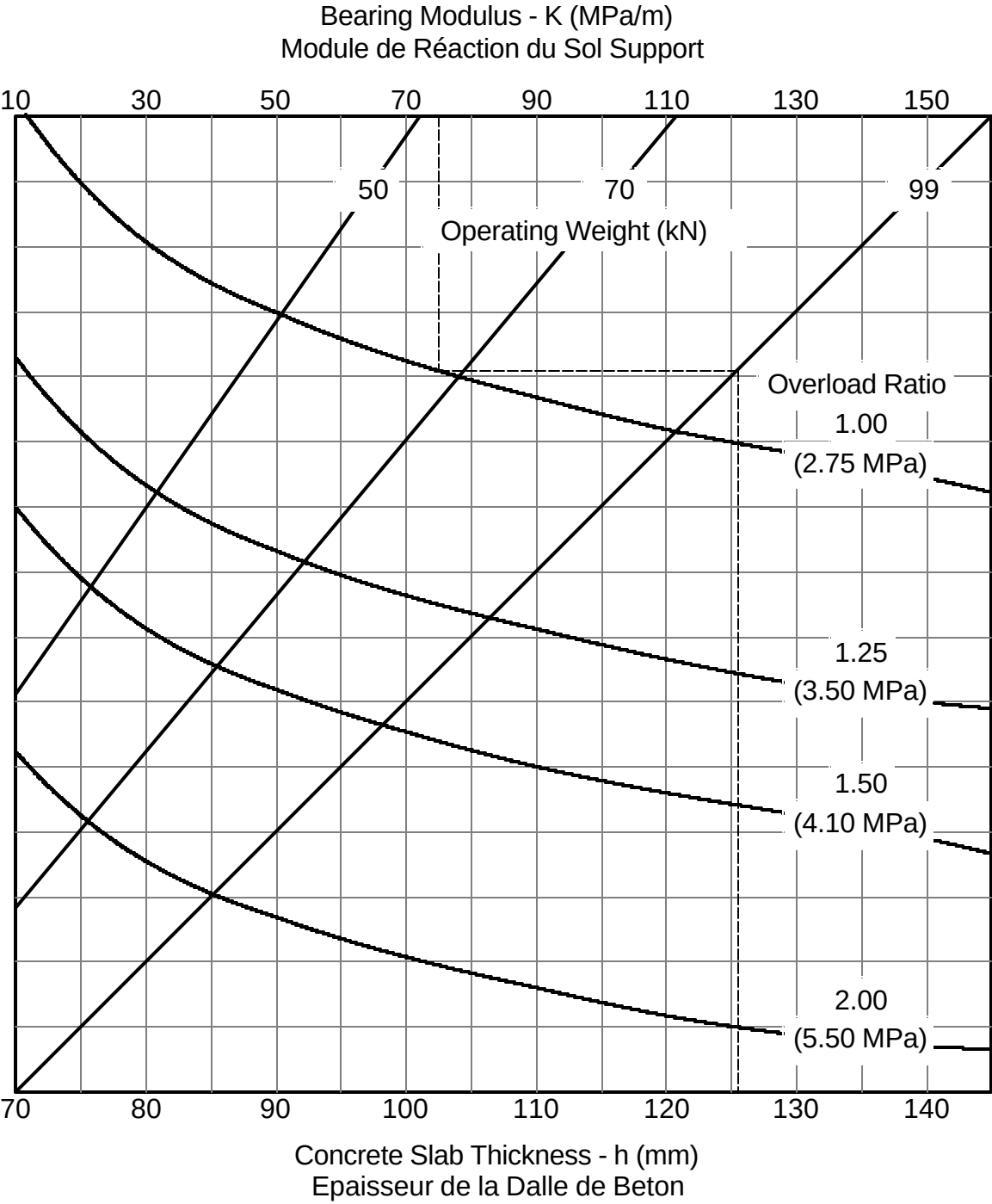
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		Cessna 560 XL (Citation Excel)
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	
Tire Pressure (MPa) Pression des Pneus	1.48	



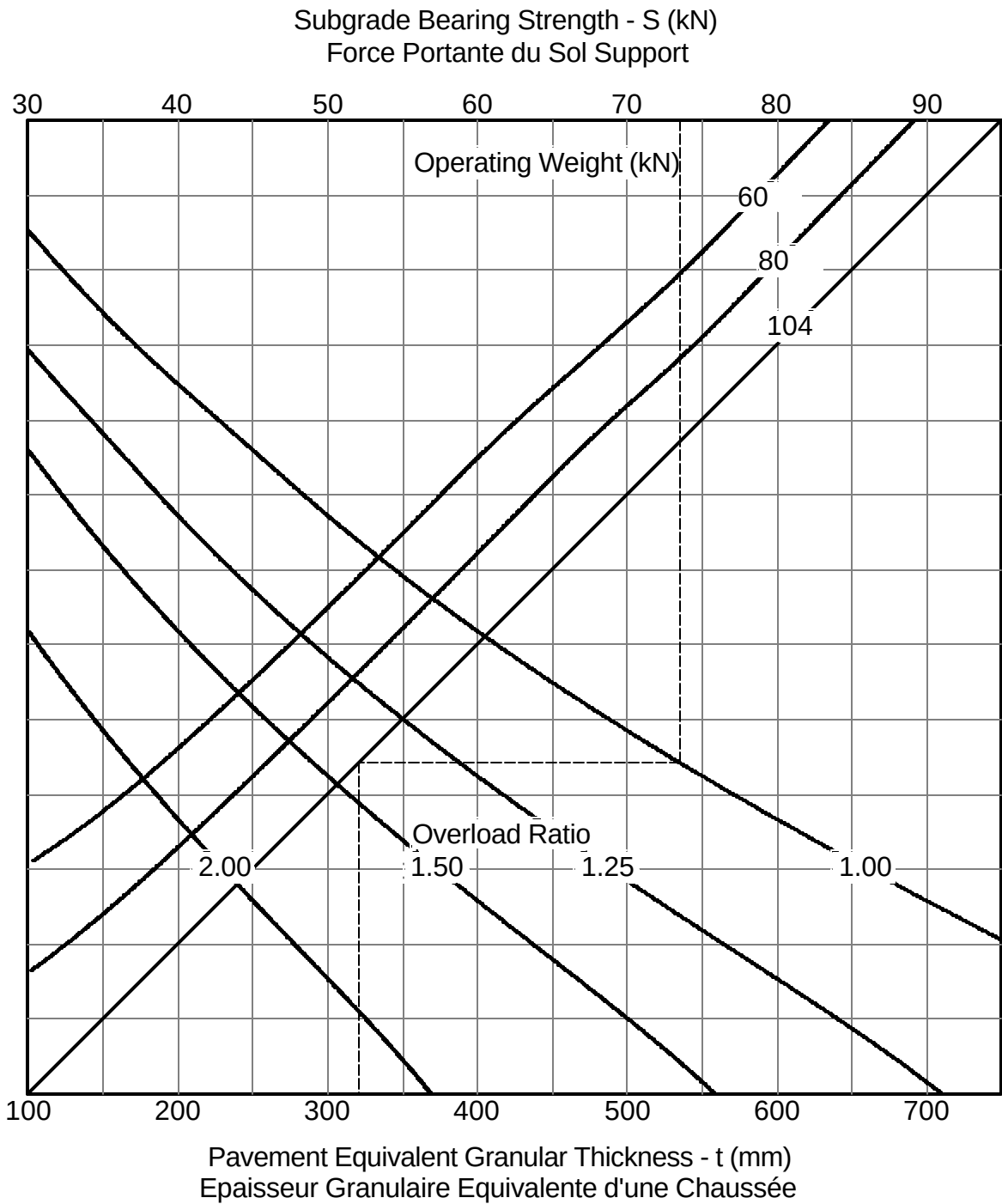
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		Cessna 650 (Citation III, VI)	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.0	270 mm	
Tire Pressure (MPa) Pression des Pneus	1.02		



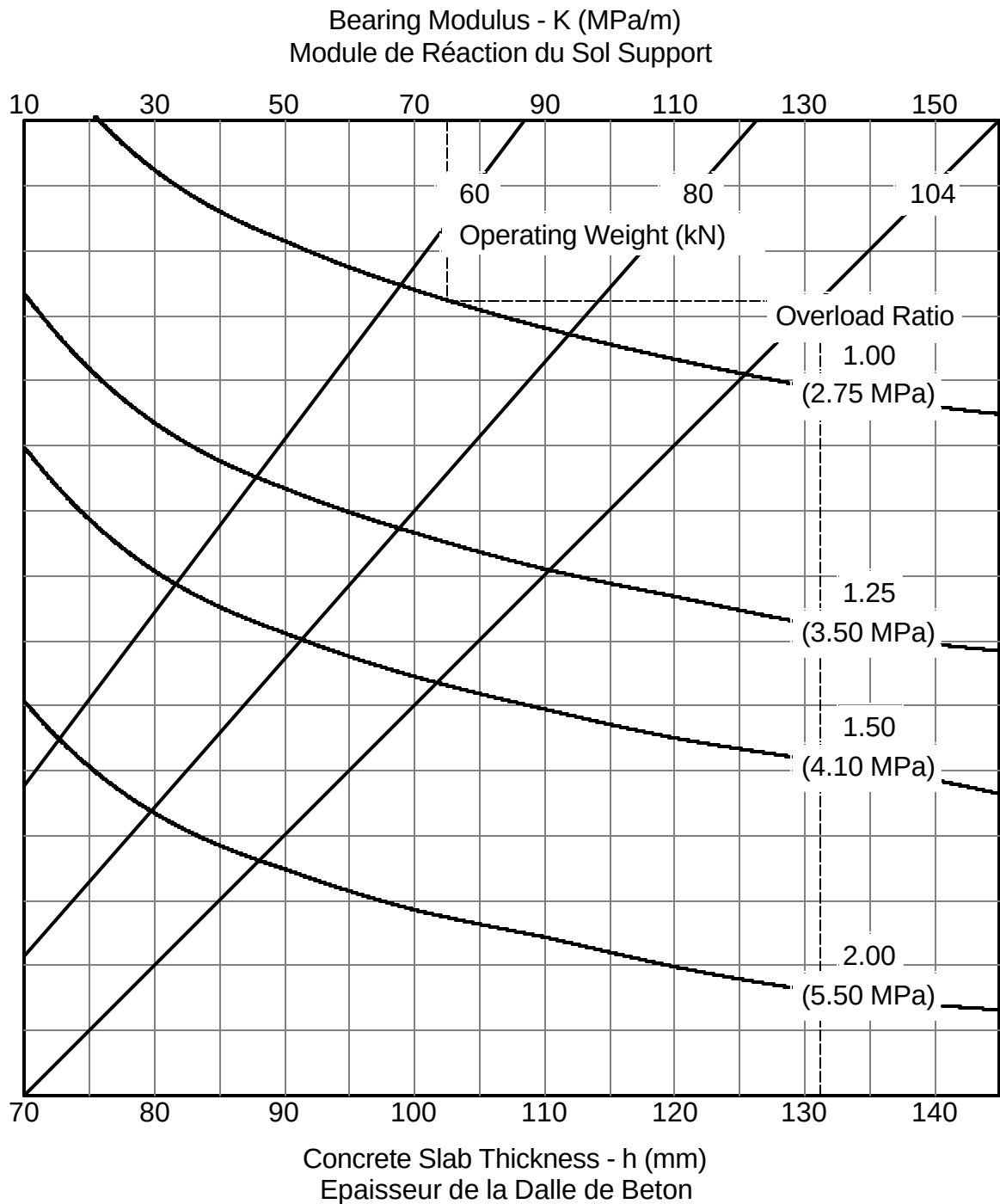
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		Cessna 650 (Citation III, VI)	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.0	270 mm	
Tire Pressure (MPa) Pression des Pneus	1.02		



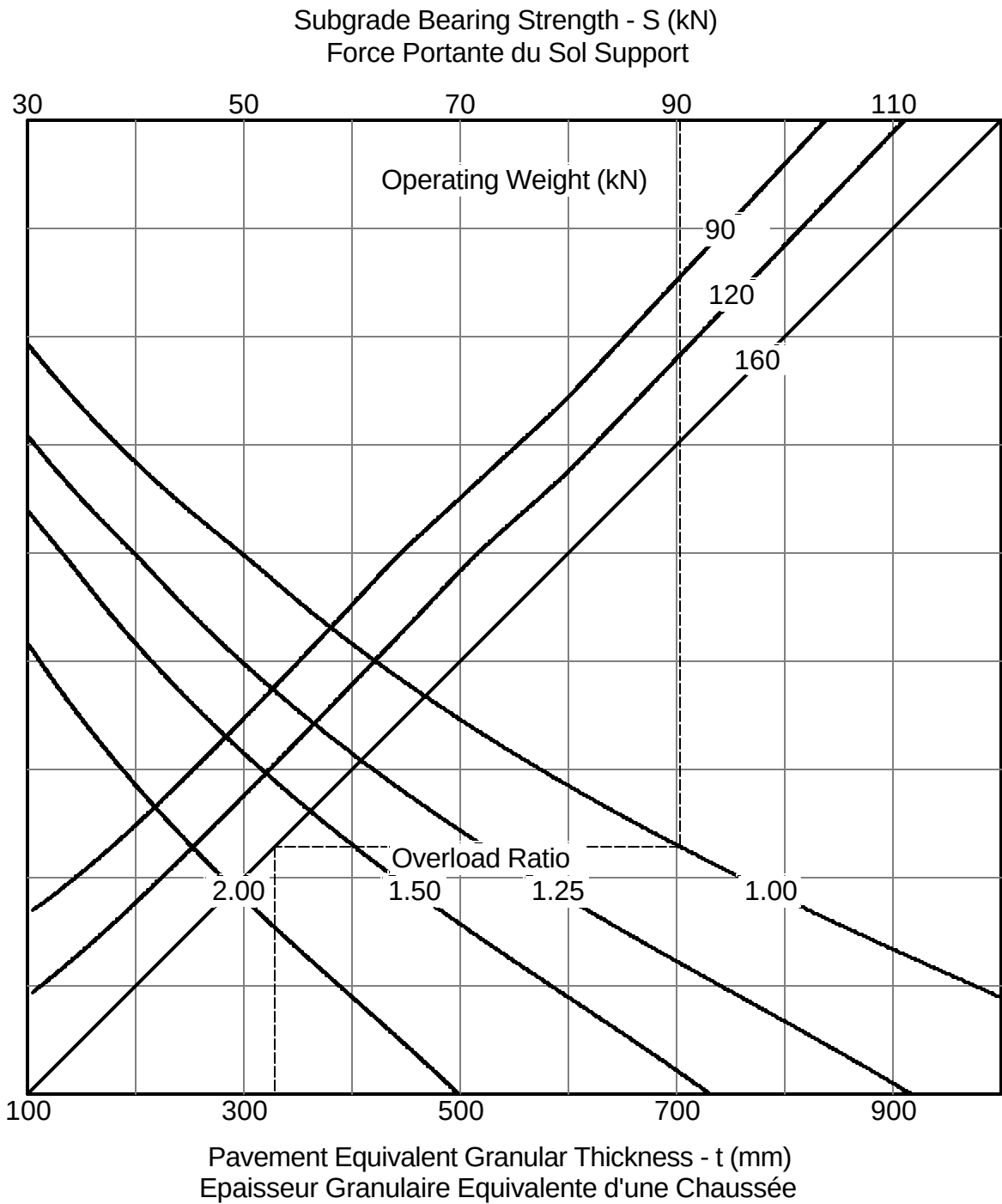
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		Cessna 650 (Citation VII)	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	270 mm	
Tire Pressure (MPa) Pression des Pneus	1.16		



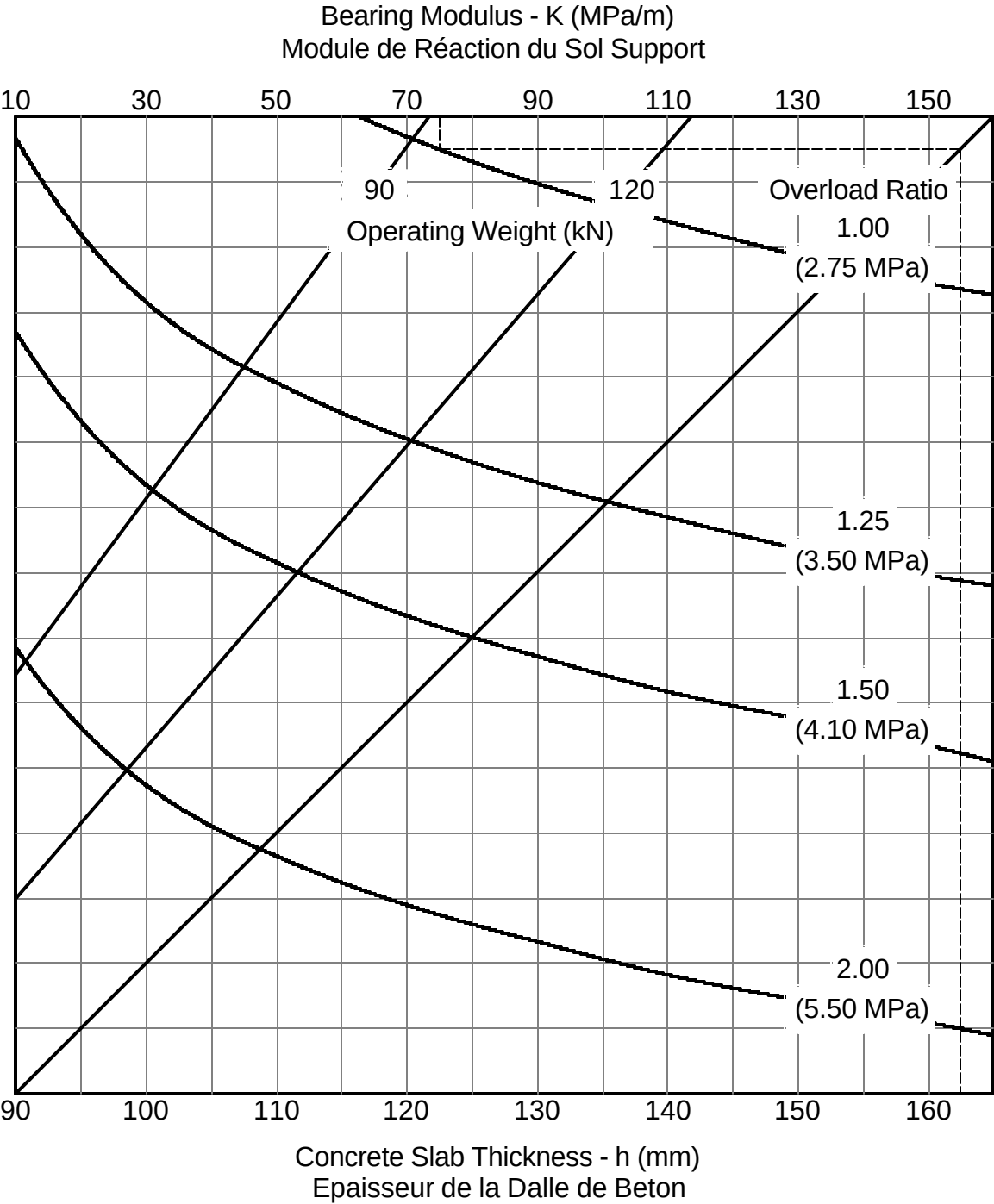
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		Cessna 650 (Citation VII)	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	270 mm	
Tire Pressure (MPa) Pression des Pneus	1.16		



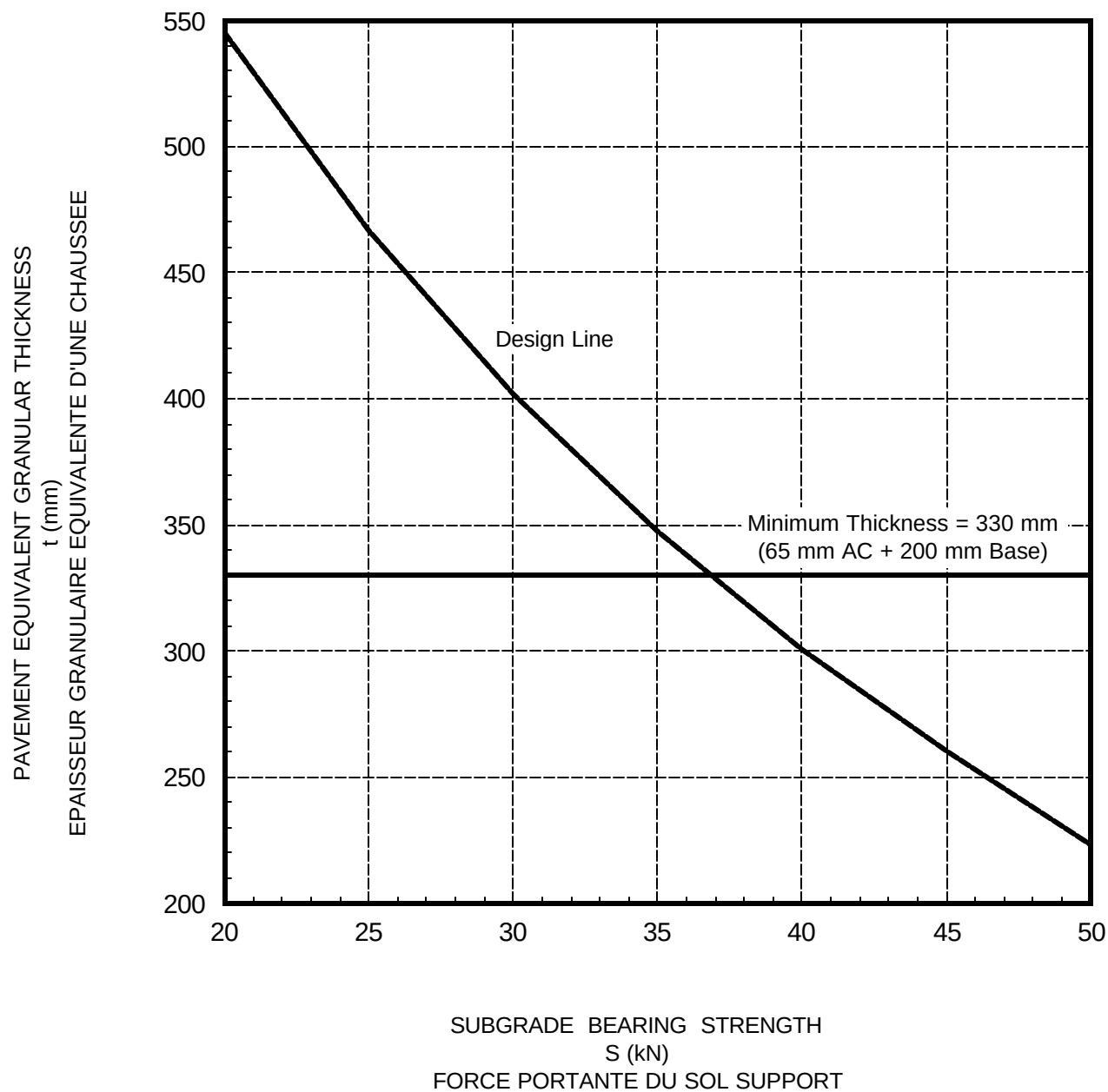
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		Cessna 750 (Citation X)	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	300 mm	
Tire Pressure (MPa) Pression des Pneus	1.16		



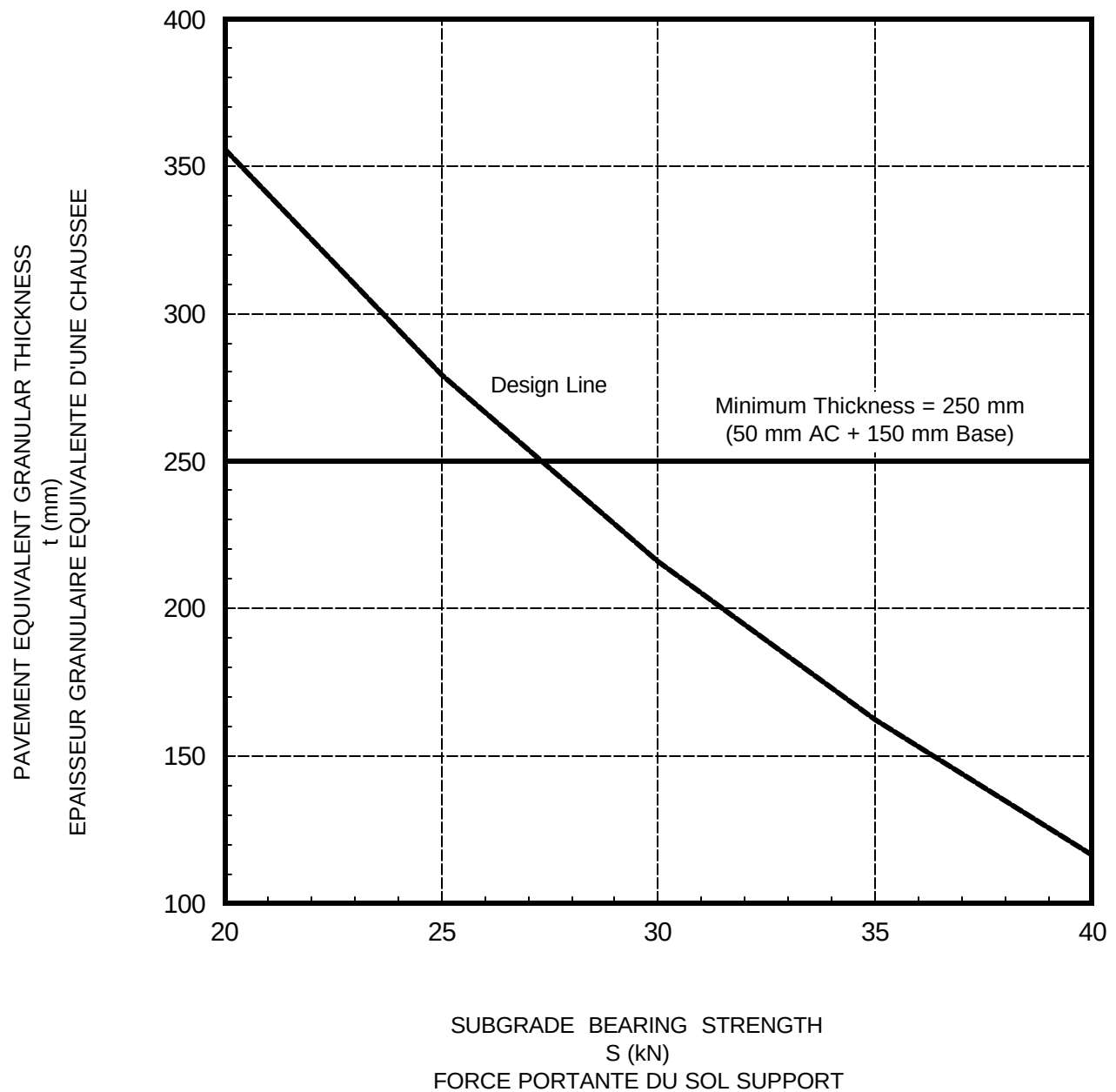
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		Cessna 750 (Citation X)	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	300 mm	
Tire Pressure (MPa) Pression des Pneus	1.16		



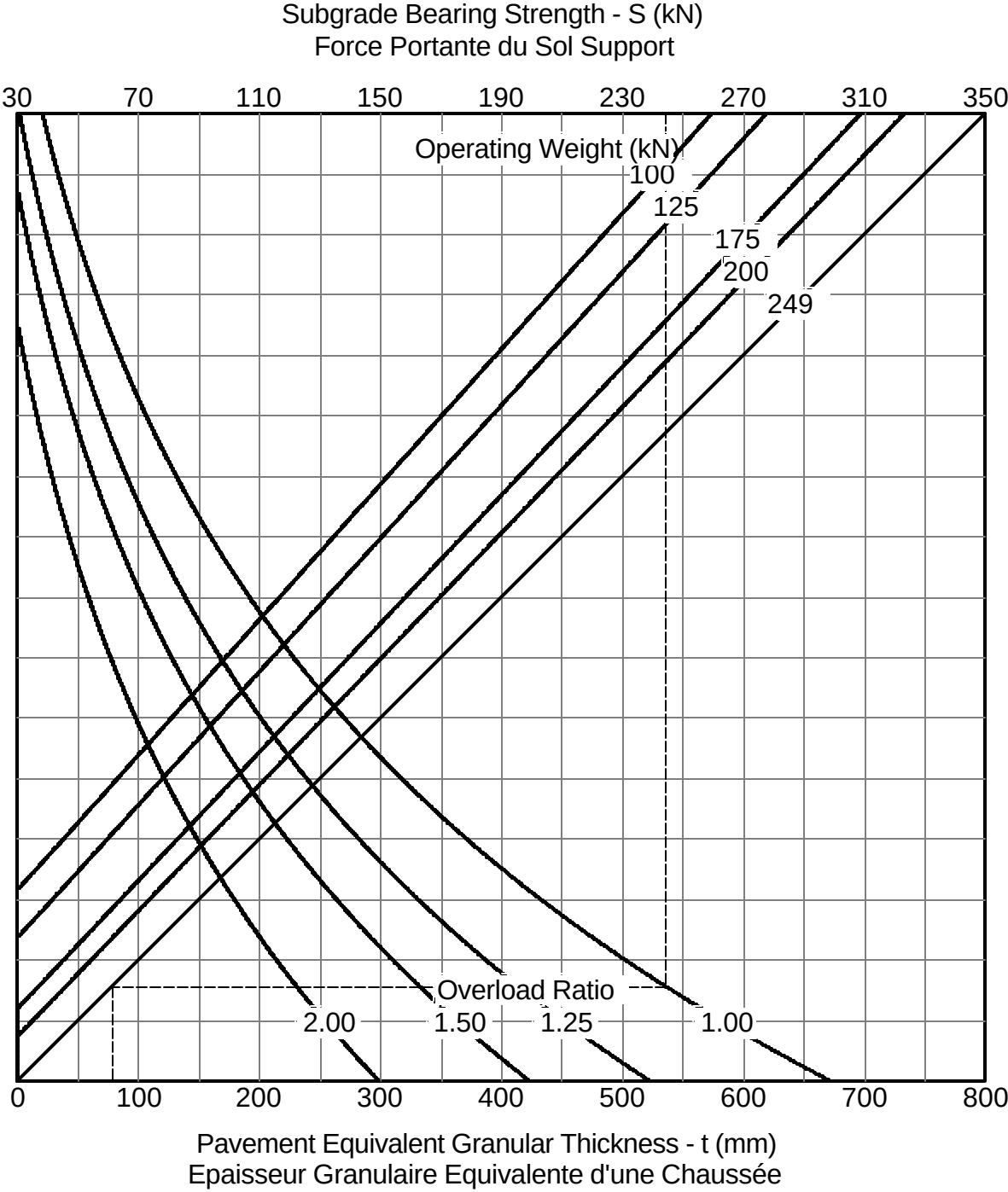
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		Cessna Conquest
Operating Weight (kN) Poids d'Operation	45	
% Load on One Main Gear % Poids sur Atterrisseur Principal	47.5	
Tire Pressure (MPa) Pression des Pneus	0.59	



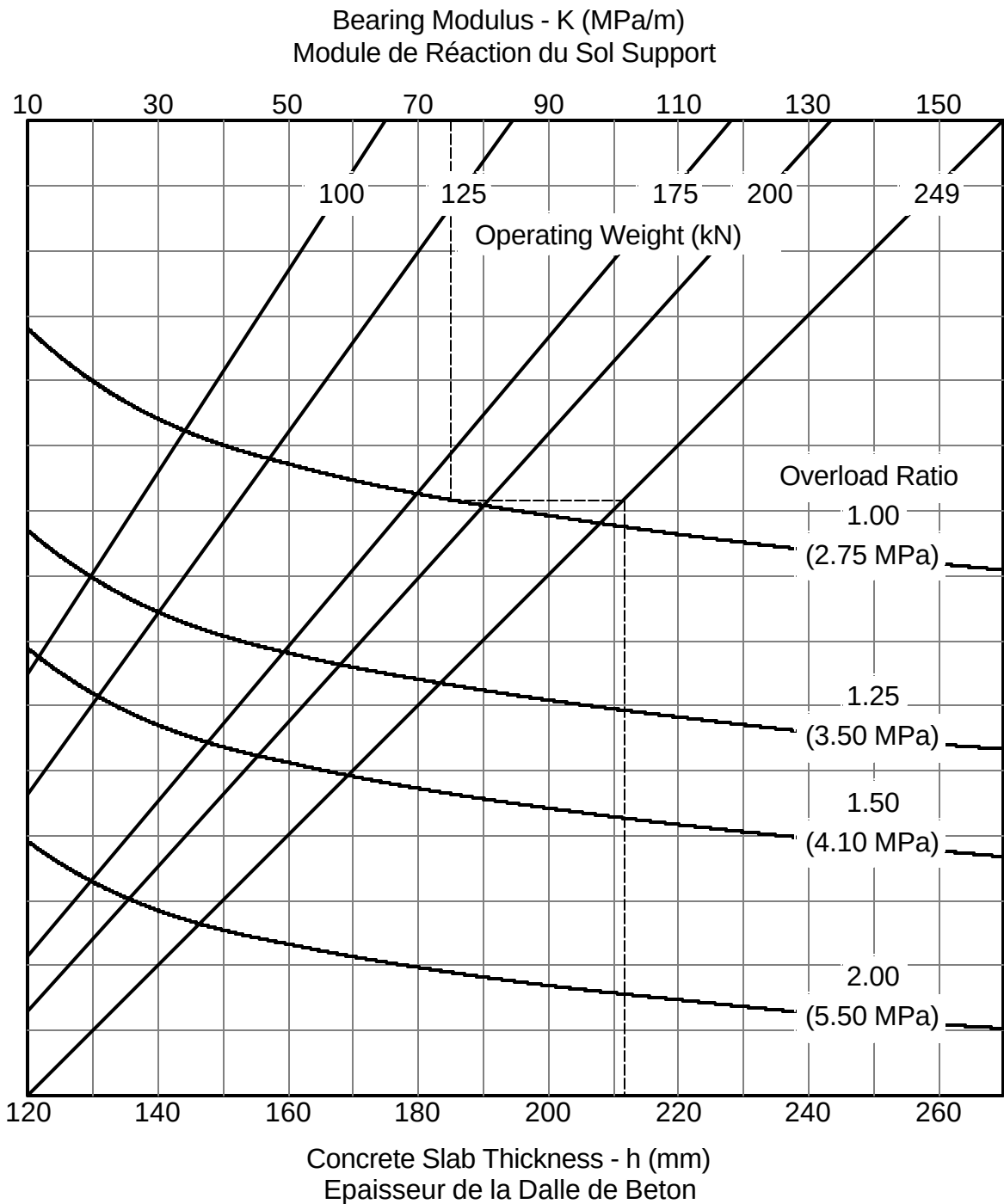
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussee Flexible		Cessna T303 (Crusader)
Operating Weight (kN) Poids d'Operation	23	
% Load on One Main Gear % Poids sur Atterrisseur Principal	47.5	
Tire Pressure (MPa) Pression des Pneus	0.40	



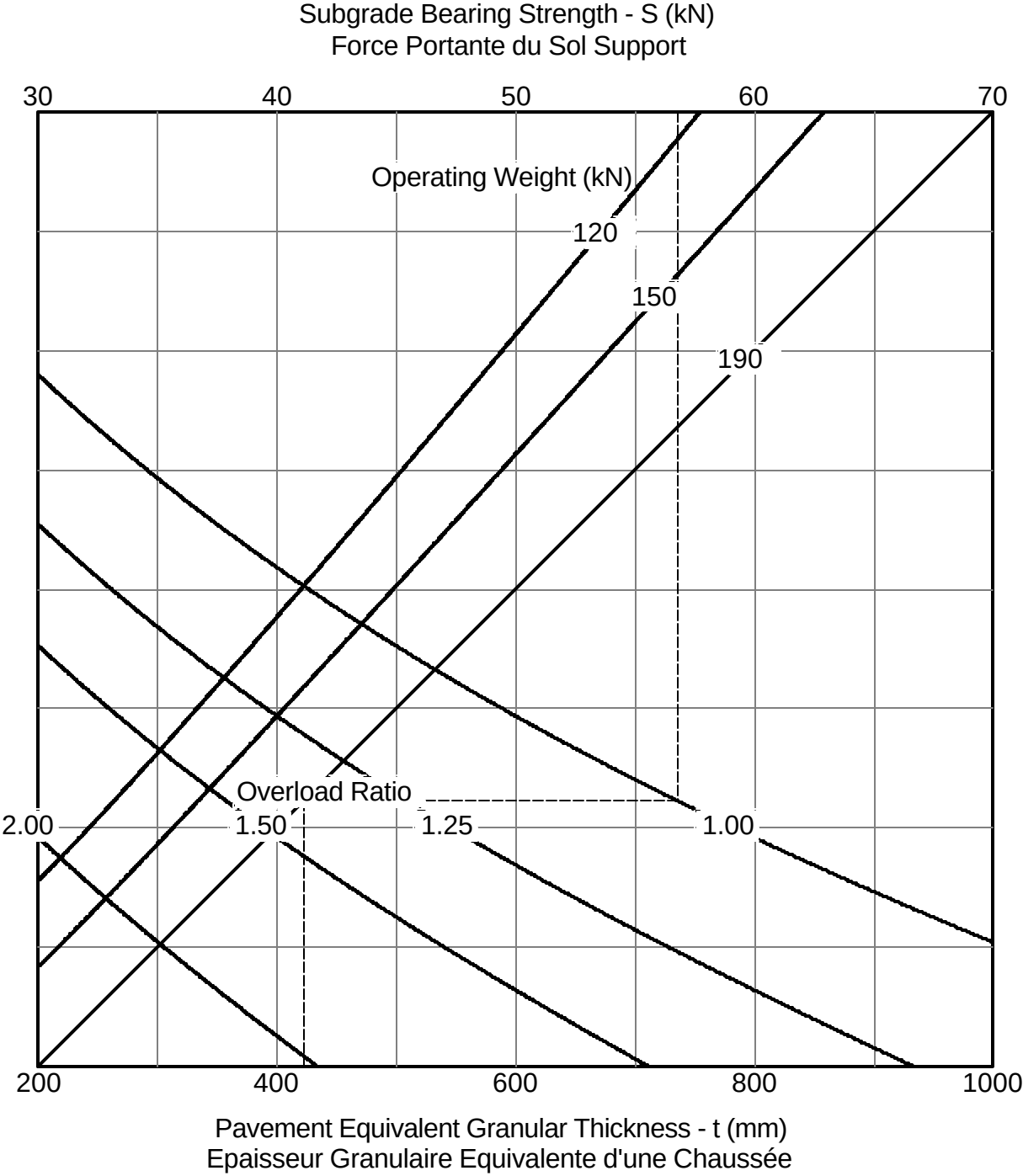
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		CF-18
% Load on Main Gear % Poids sur Atterrisseur Principal	40.0	
Tire Pressure (MPa) Pression des Pneus	1.38	



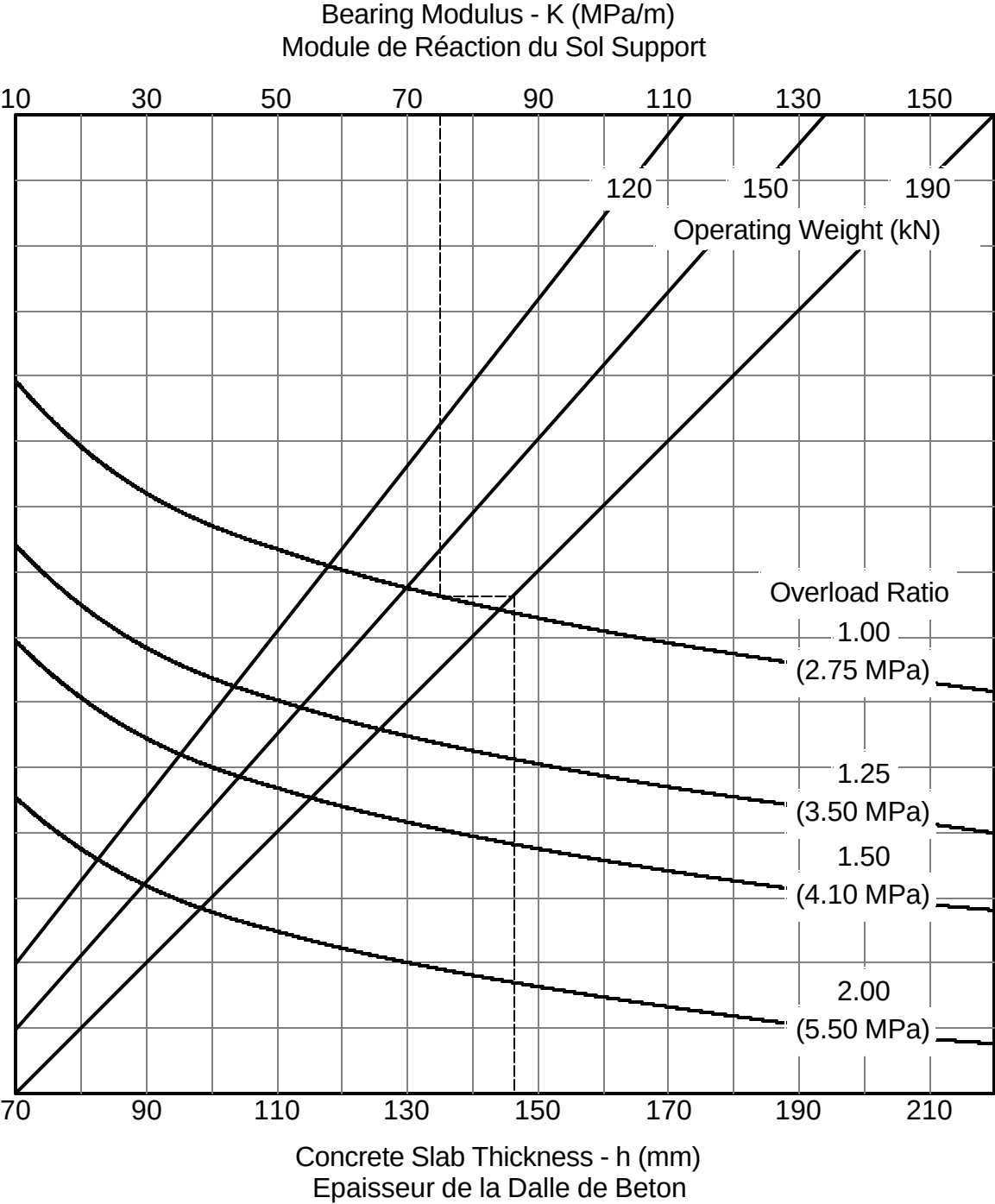
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		CF-18
% Load on Main Gear % Poids sur Atterrisseur Principal	40.0	
Tire Pressure (MPa) Pression des Pneus	1.38	



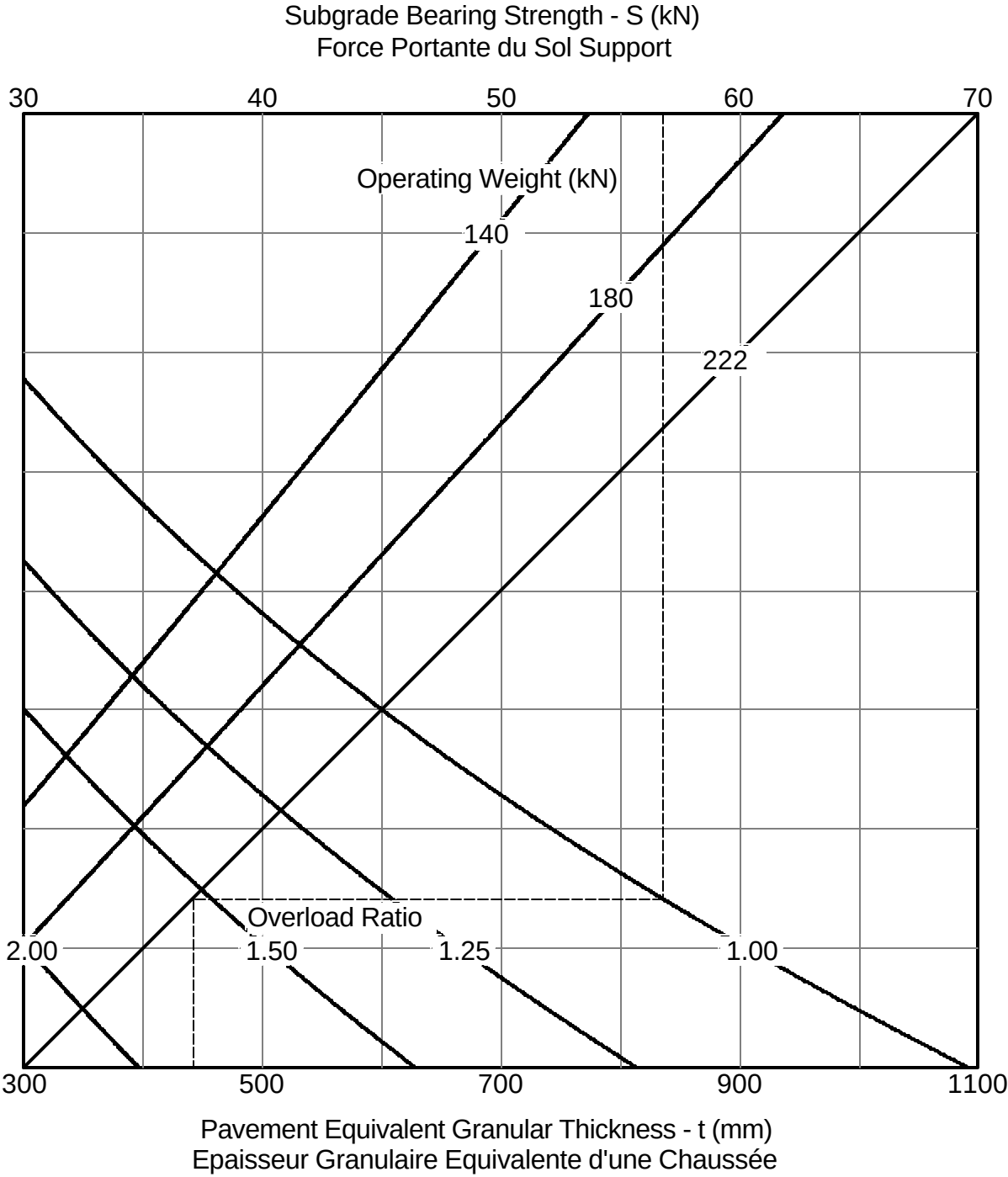
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		Convair 240	
% Load on Main Gear % Poids sur Atterrisseur Principal	46.0	550 mm	
Tire Pressure (MPa) Pression des Pneus	0.64		



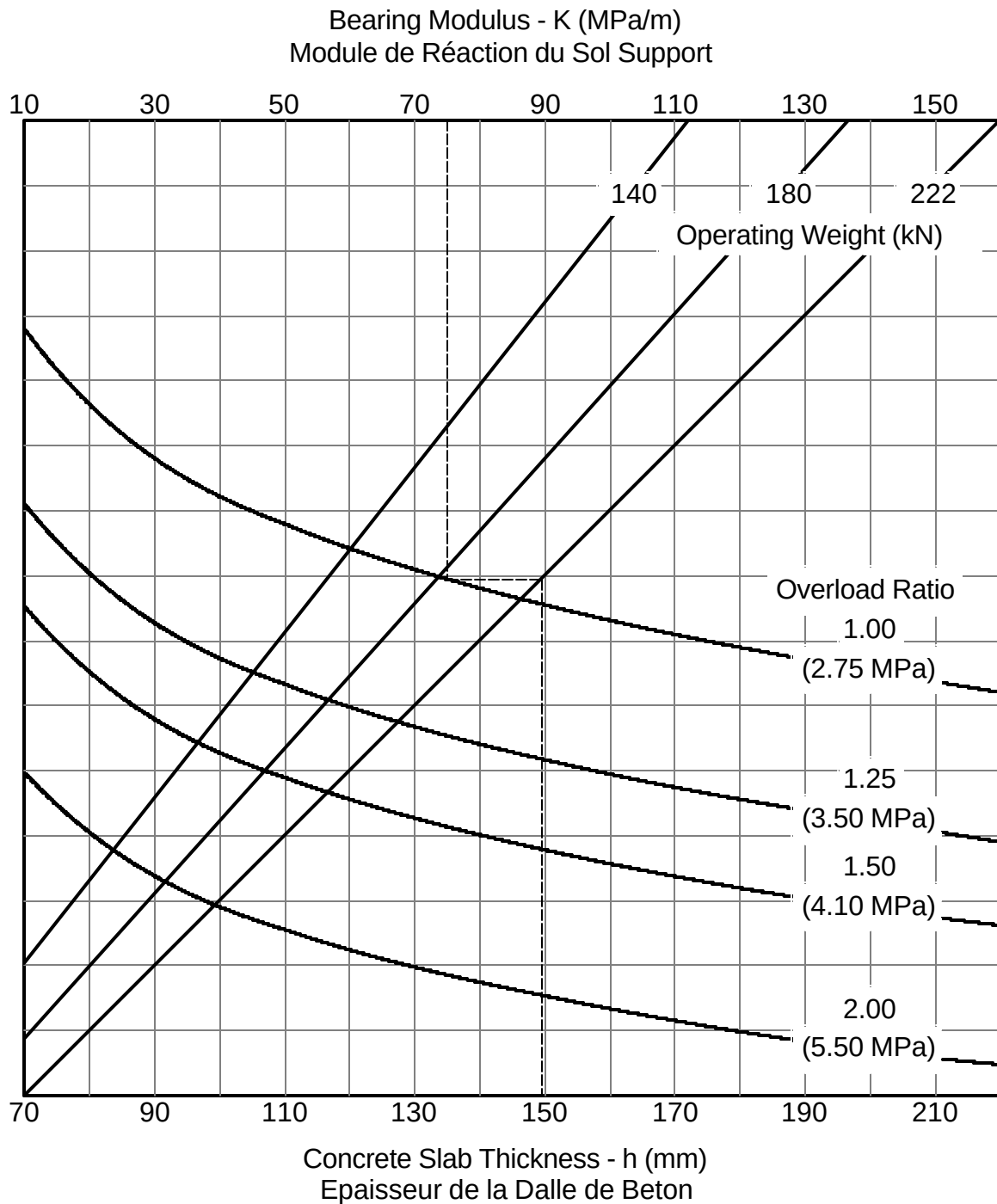
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		Convair 240	
% Load on Main Gear % Poids sur Atterrisseur Principal	46.0	550 mm	
Tire Pressure (MPa) Pression des Pneus	0.64		



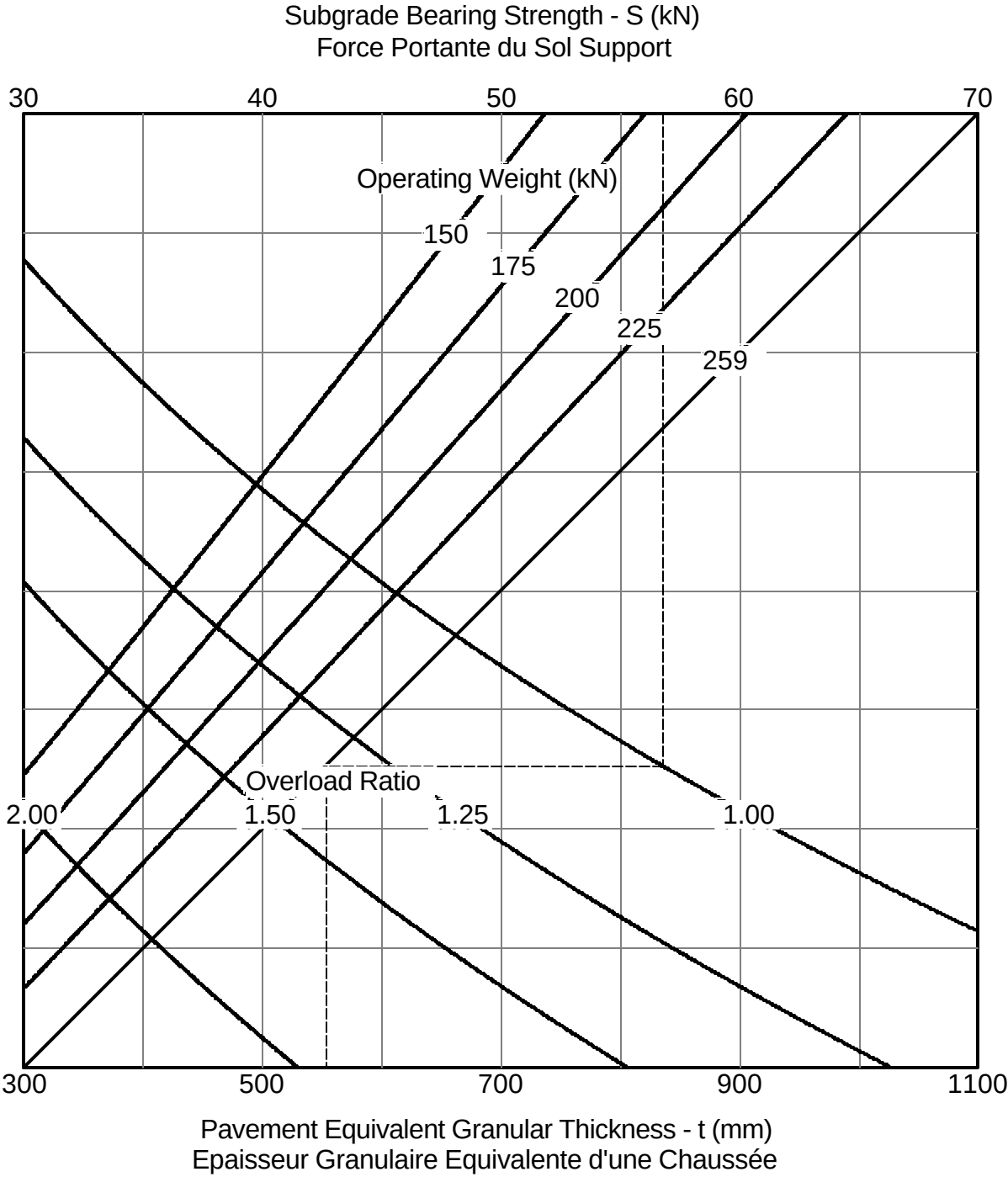
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		Convair 340, 440, 540	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.0	620 mm	
Tire Pressure (MPa) Pression des Pneus	0.47		



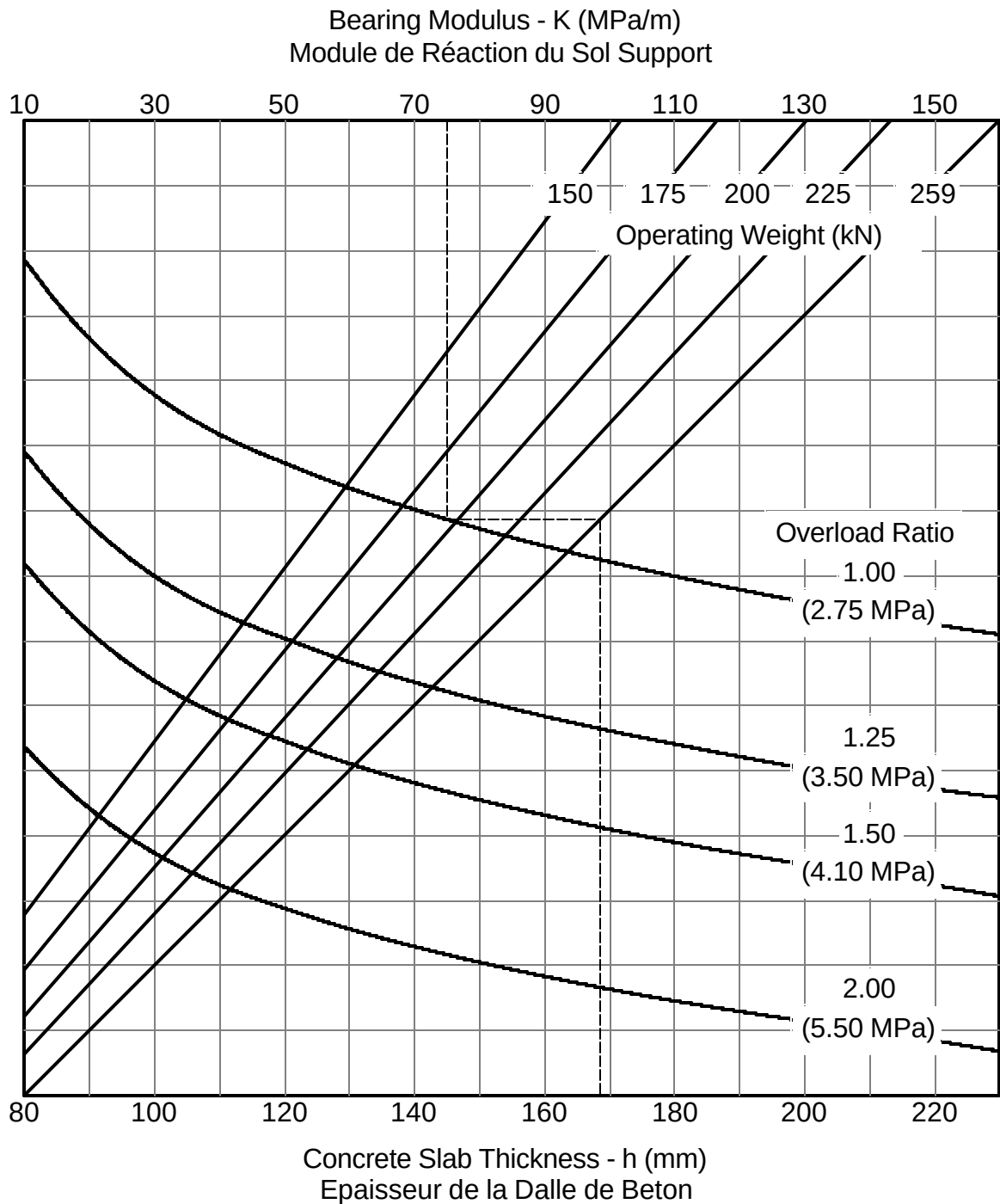
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		Convair 340, 440, 540	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.0	620 mm	
Tire Pressure (MPa) Pression des Pneus	0.47		



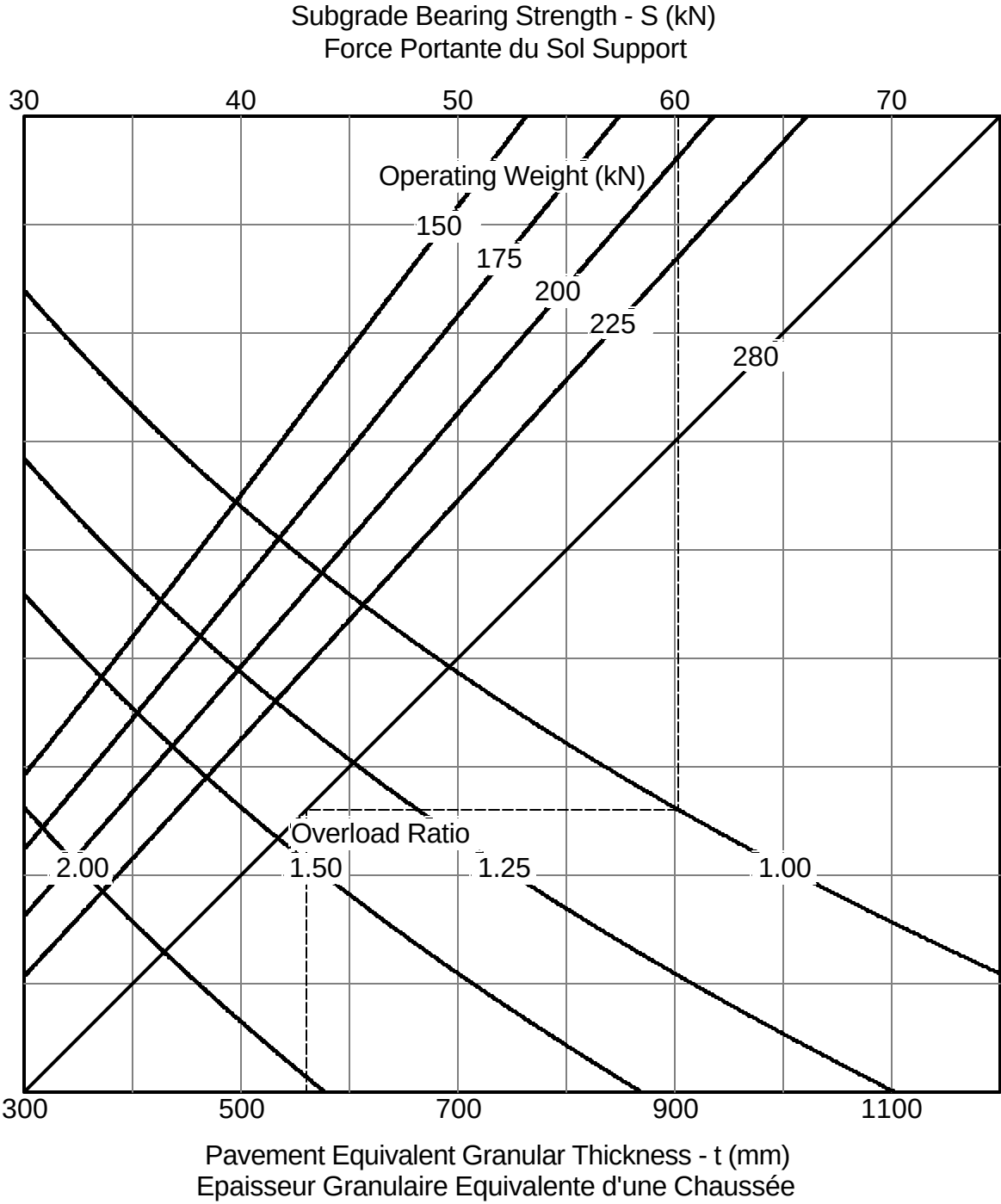
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		Convair 580	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.0	620 mm	
Tire Pressure (MPa) Pression des Pneus	0.59		



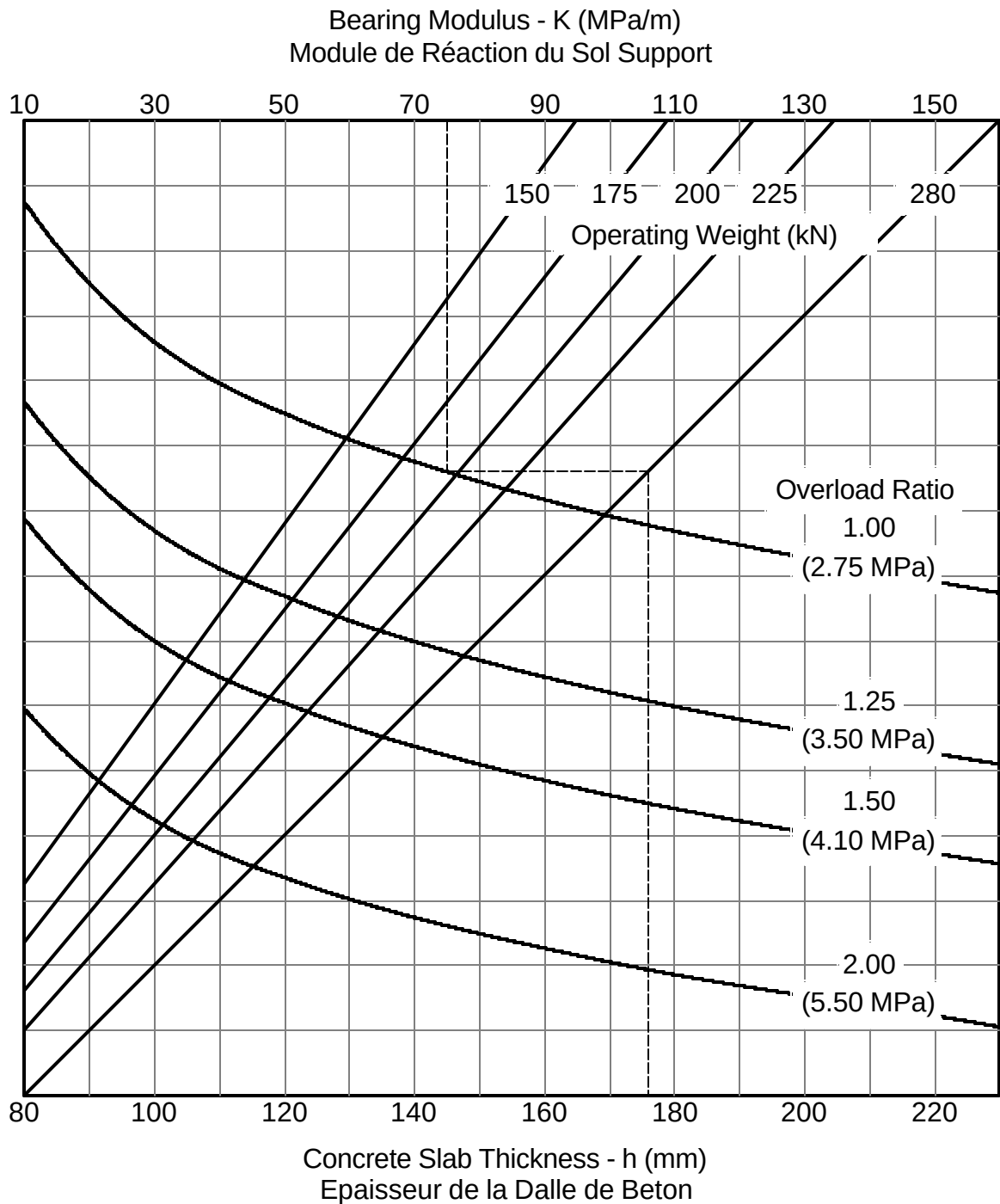
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		Convair 580	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.0	620 mm	
Tire Pressure (MPa) Pression des Pneus	0.59		



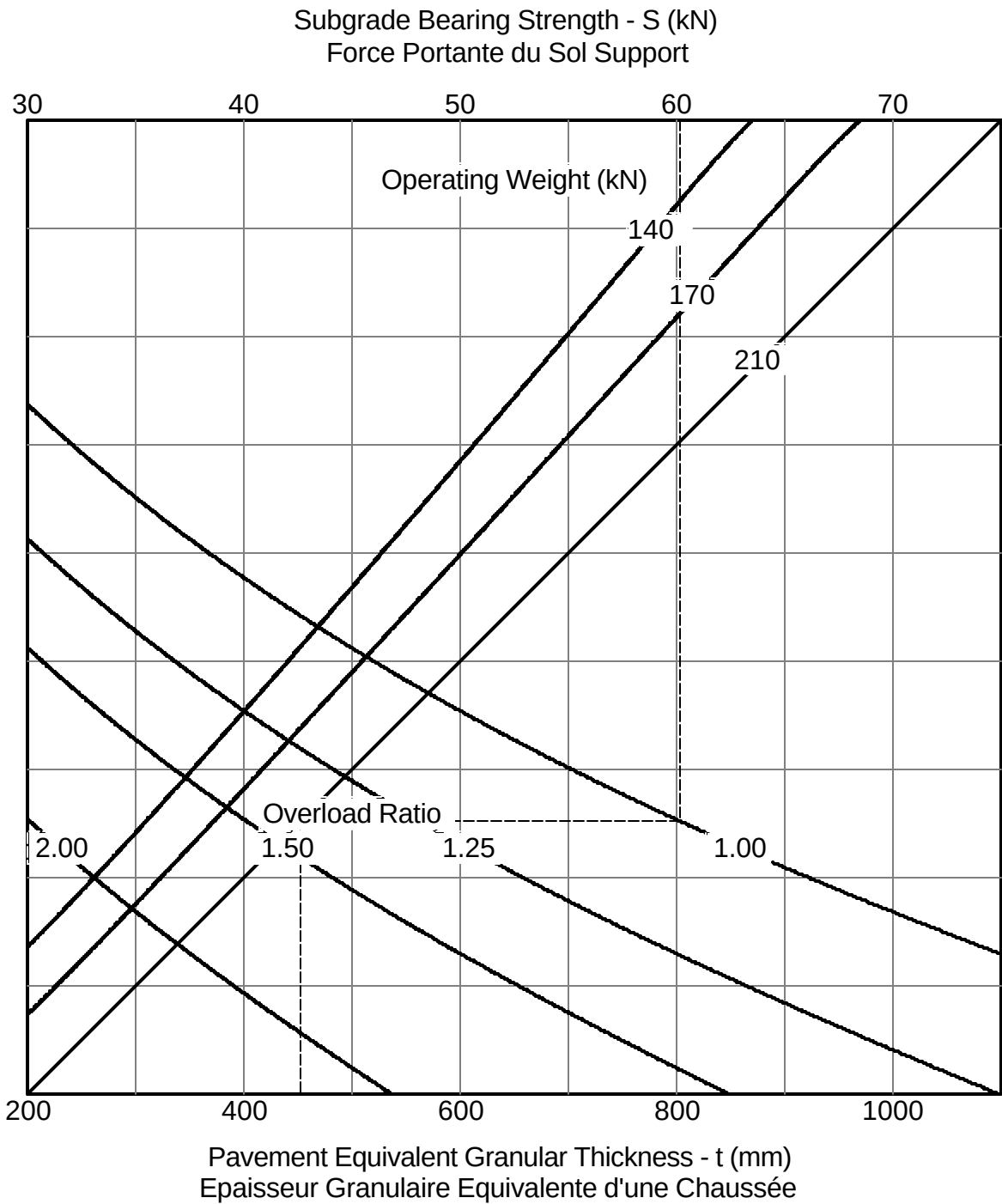
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		Convair 5800	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.0	620 mm	
Tire Pressure (MPa) Pression des Pneus	0.59		



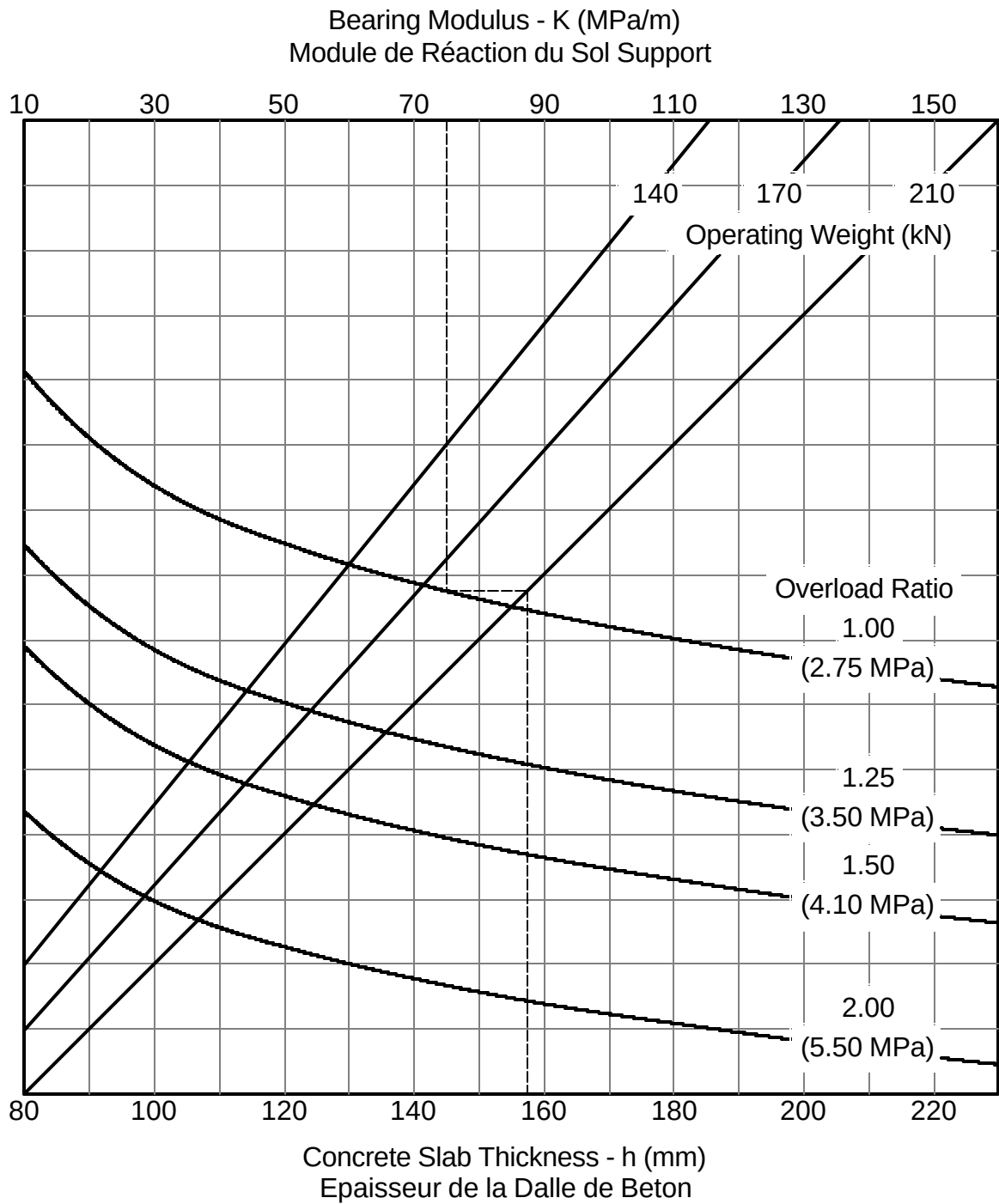
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		Convair 5800	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.0	620 mm	
Tire Pressure (MPa) Pression des Pneus	0.59		



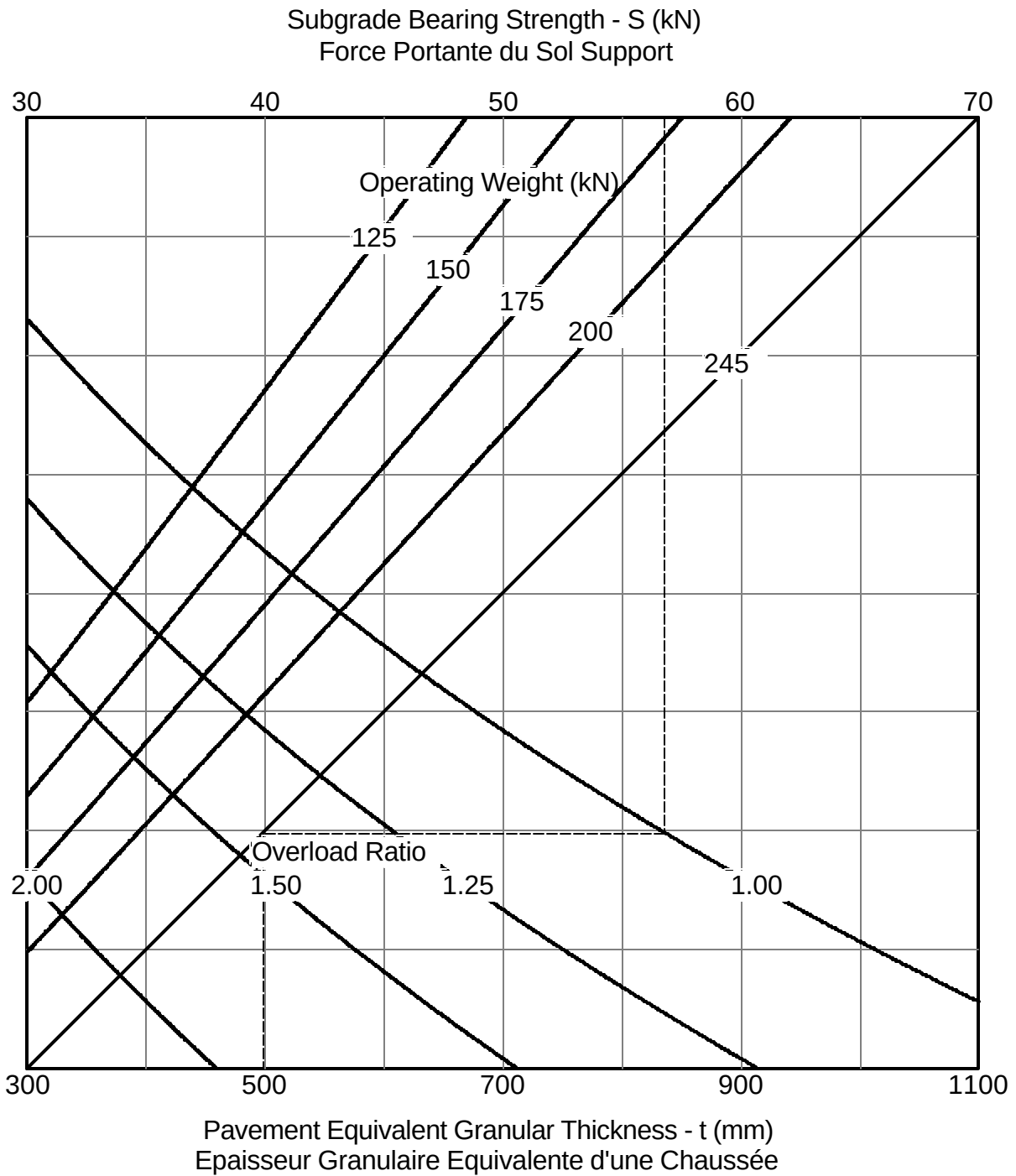
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		Convair 600	
% Load on Main Gear % Poids sur Atterrisseur Principal	45.8	540 mm	
Tire Pressure (MPa) Pression des Pneus	0.73		



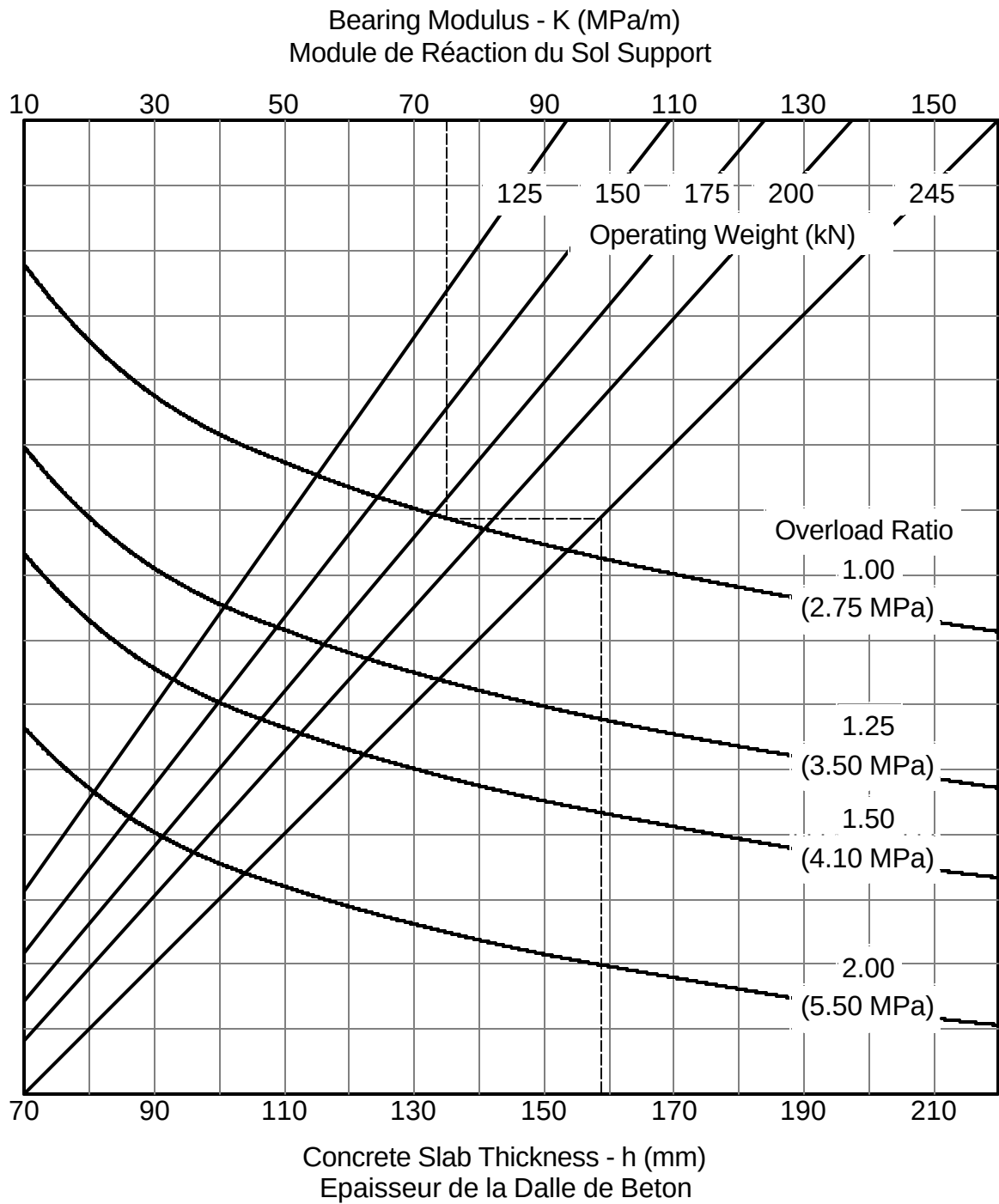
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		Convair 600	
% Load on Main Gear % Poids sur Atterrisseur Principal	45.8	540 mm	
Tire Pressure (MPa) Pression des Pneus	0.73		

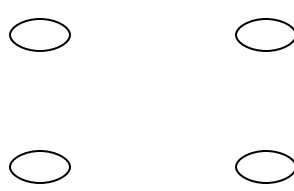


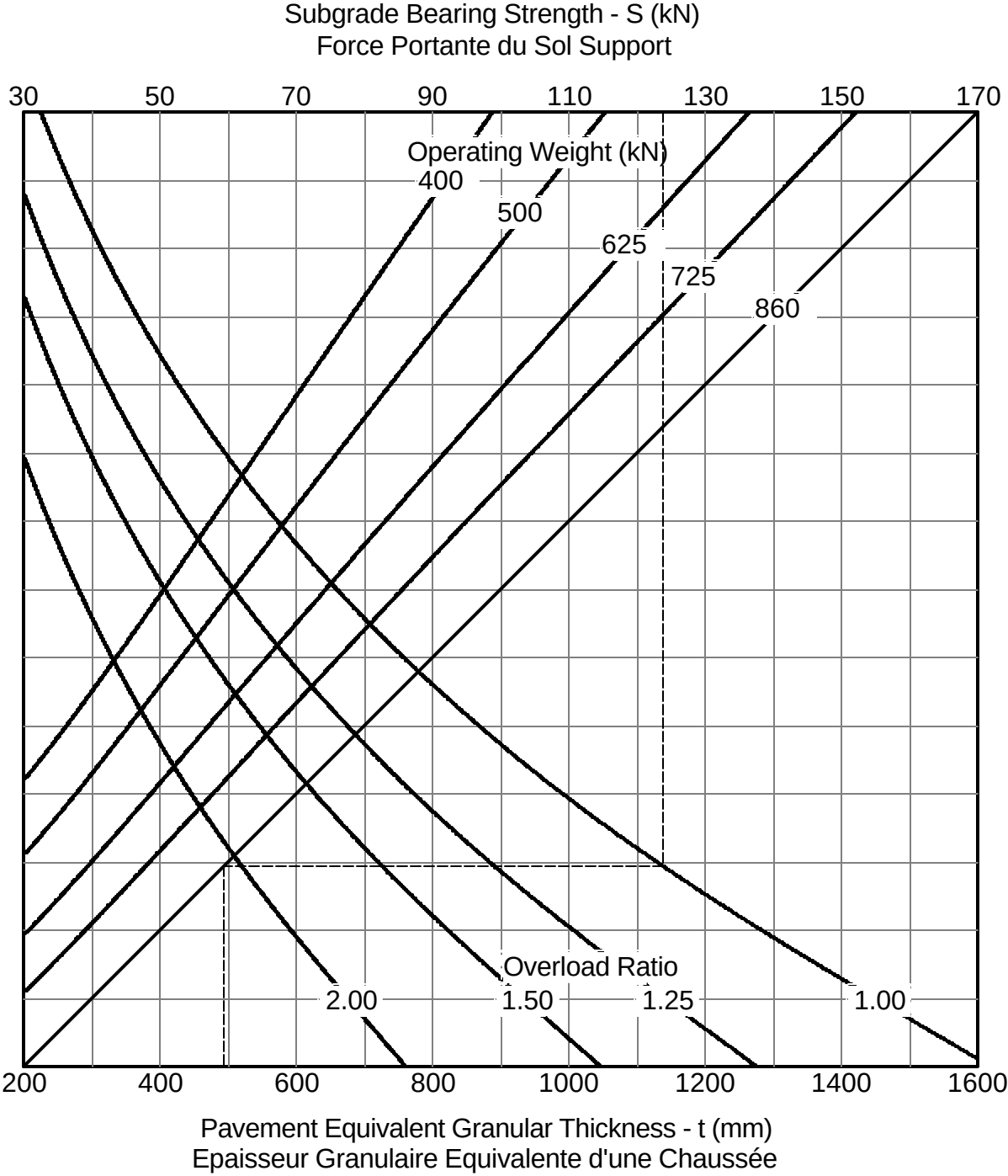
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		Convair 640	
% Load on Main Gear % Poids sur Atterrisseur Principal	45.8	610 mm	
Tire Pressure (MPa) Pression des Pneus	0.52		



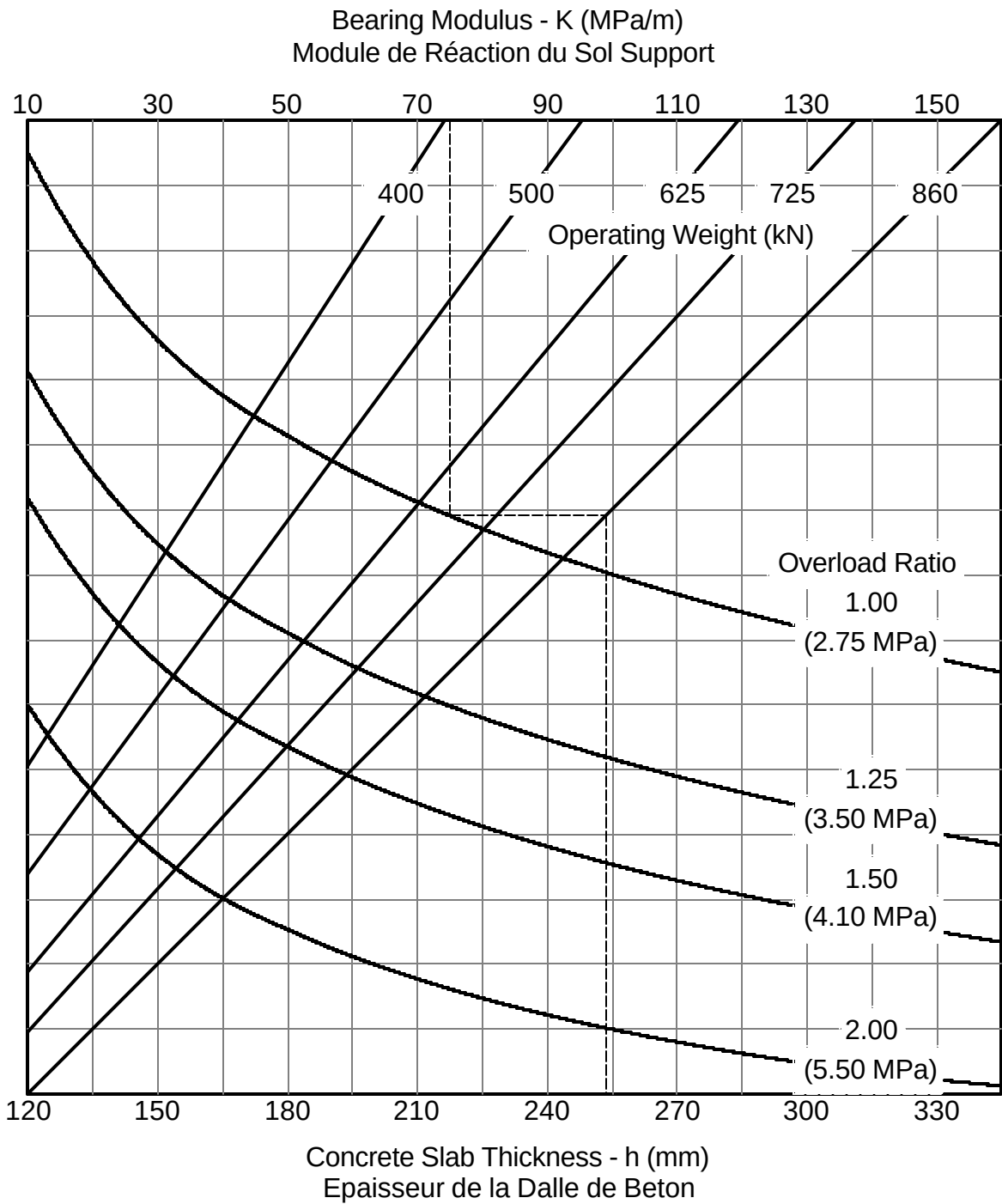
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		Convair 640	
% Load on Main Gear % Poids sur Atterrisseur Principal	45.8	610 mm	
Tire Pressure (MPa) Pression des Pneus	0.52		



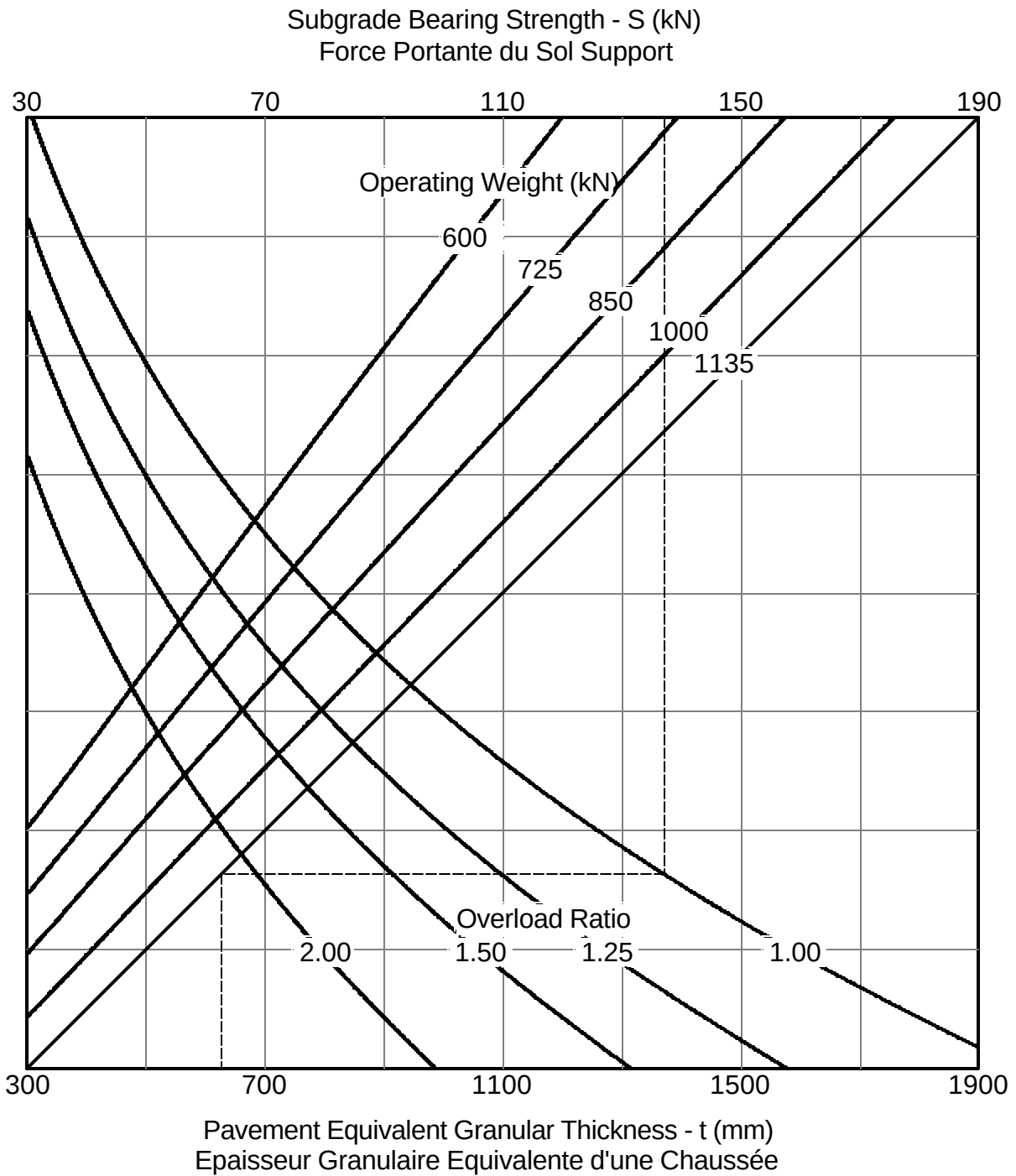
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		Convair 880	
% Load on Main Gear % Poids sur Atterrisseur Principal	46.6	550 mm	1140 mm 
Tire Pressure (MPa) Pression des Pneus	1.03		



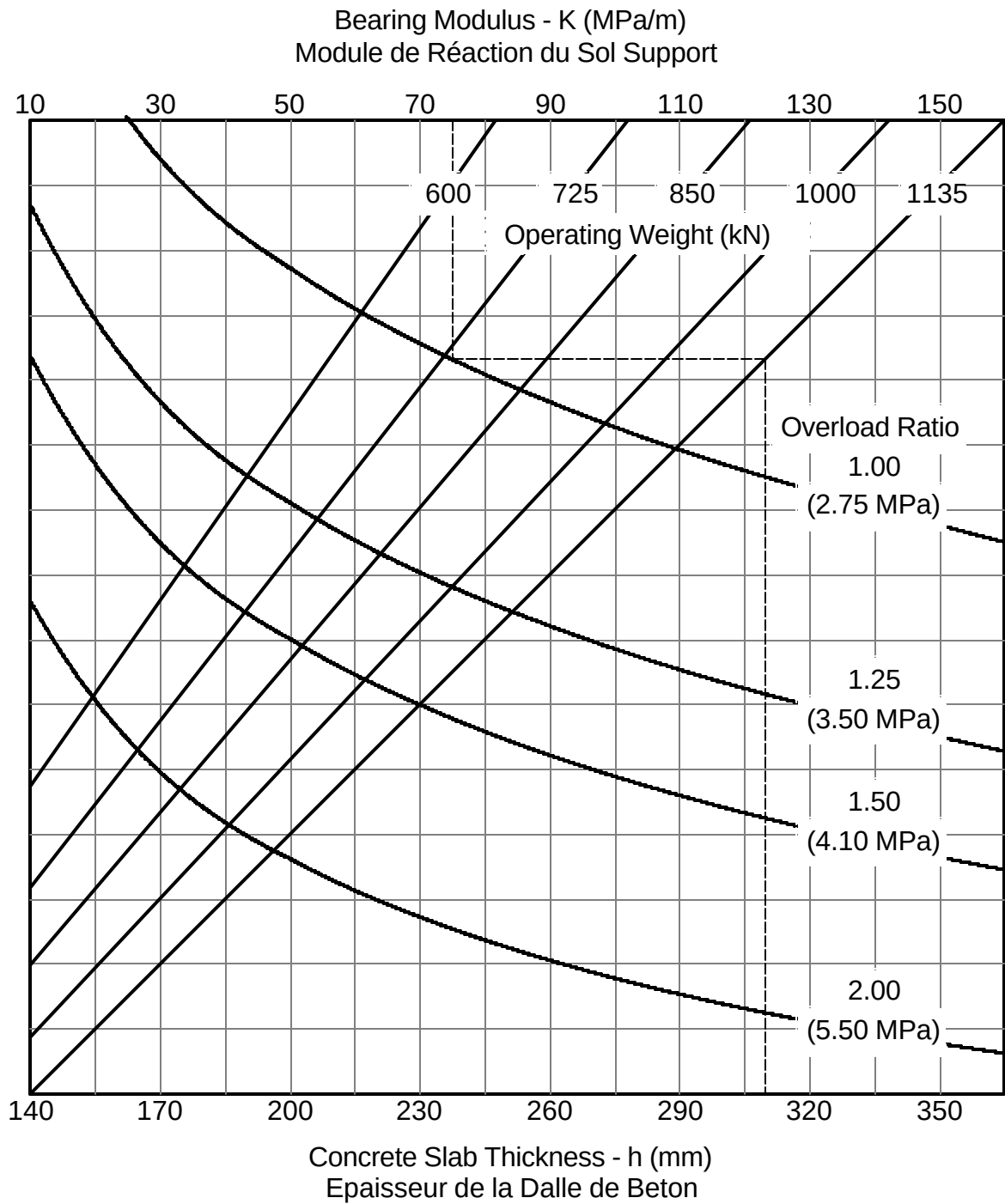
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		Convair 880	
% Load on Main Gear % Poids sur Atterrisseur Principal	46.6	550 mm	1140 mm 
Tire Pressure (MPa) Pression des Pneus	1.03		



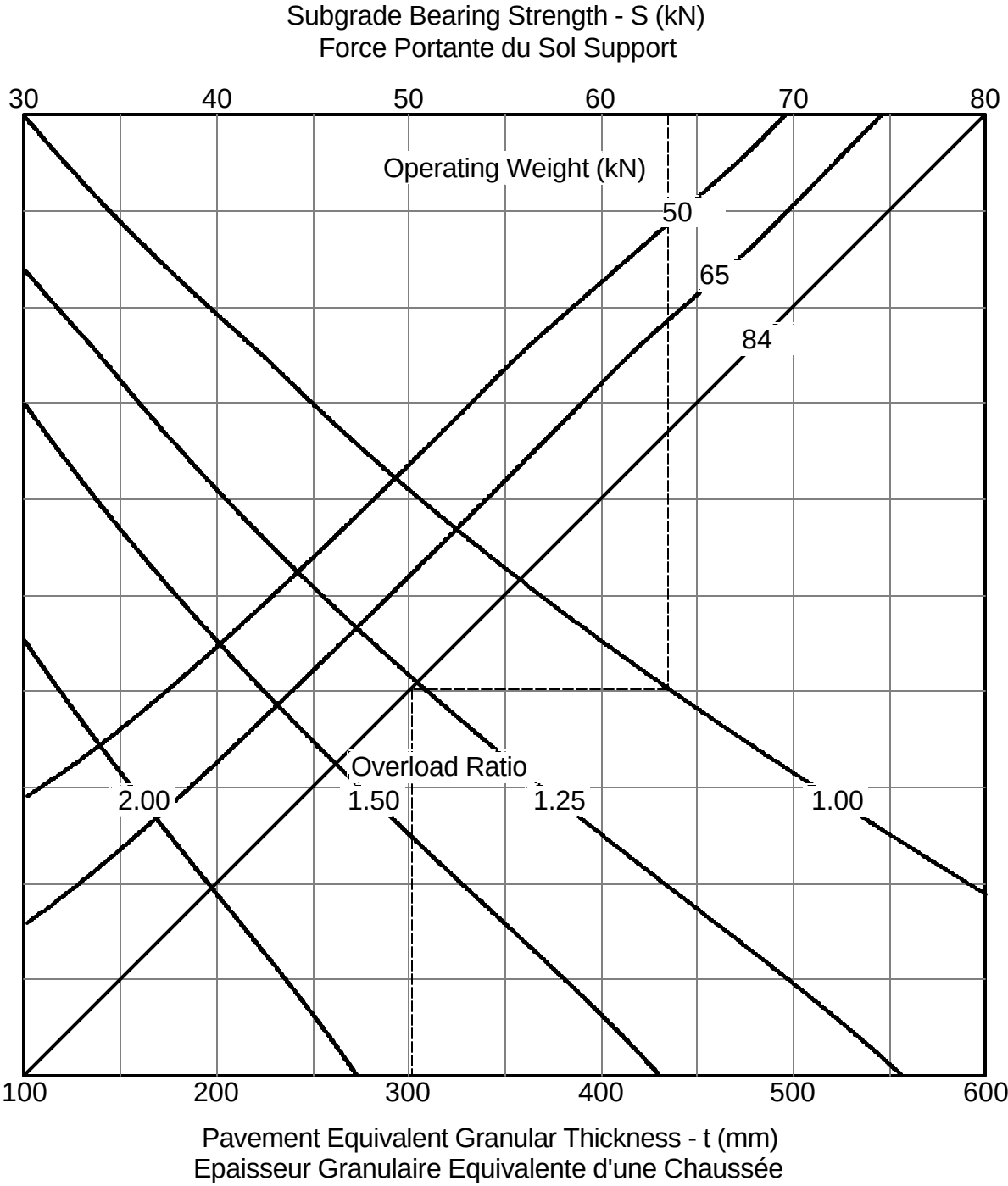
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		Convair 990	
% Load on Main Gear % Poids sur Atterrisseur Principal	48.5	610 mm	1180 mm
Tire Pressure (MPa) Pression des Pneus	1.28		



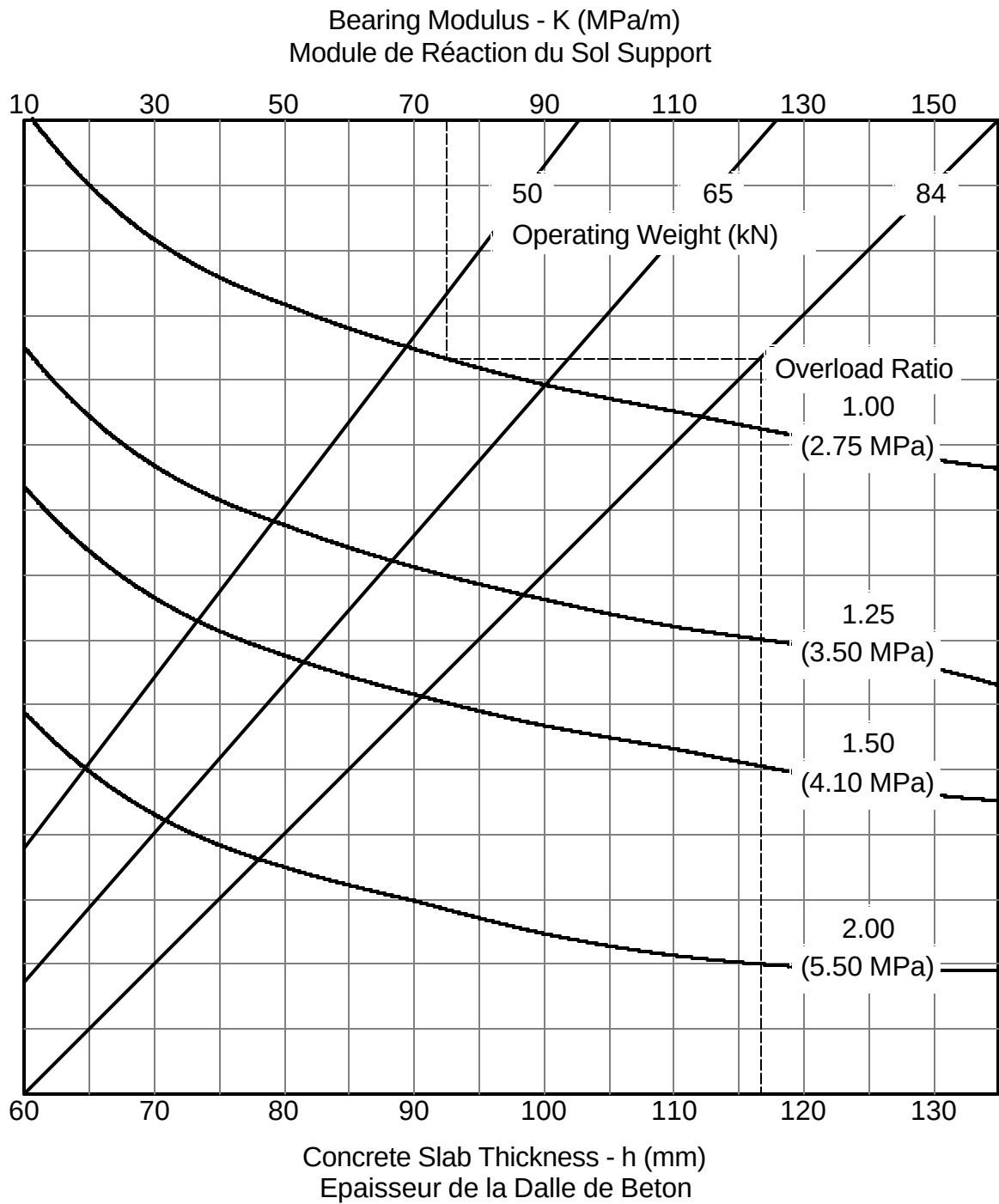
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		Convair 990	
% Load on Main Gear % Poids sur Atterrisseur Principal	48.5	610 mm	1180 mm 
Tire Pressure (MPa) Pression des Pneus	1.28		



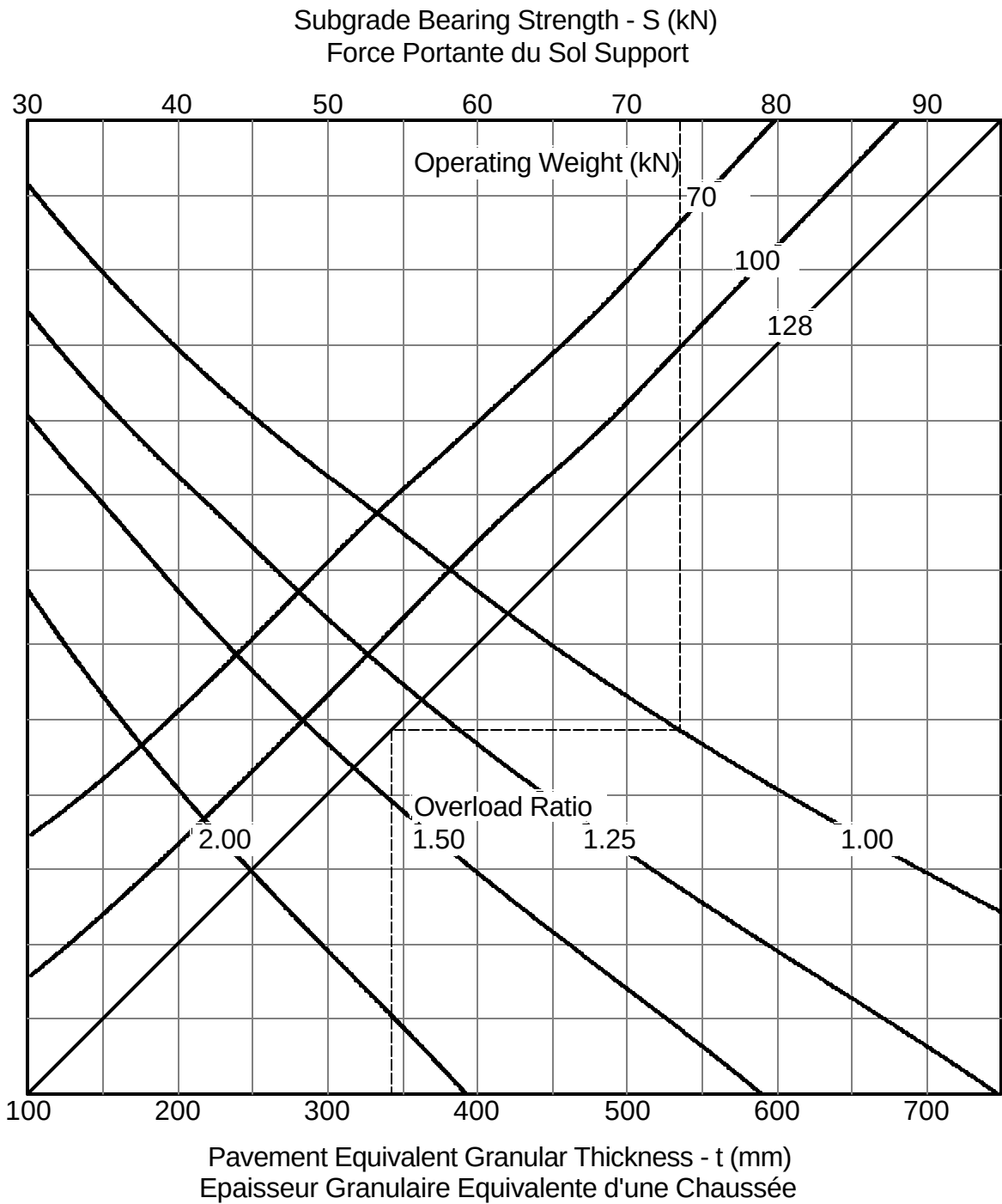
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		Dassault Falcon 10	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	240 mm	
Tire Pressure (MPa) Pression des Pneus	0.93		



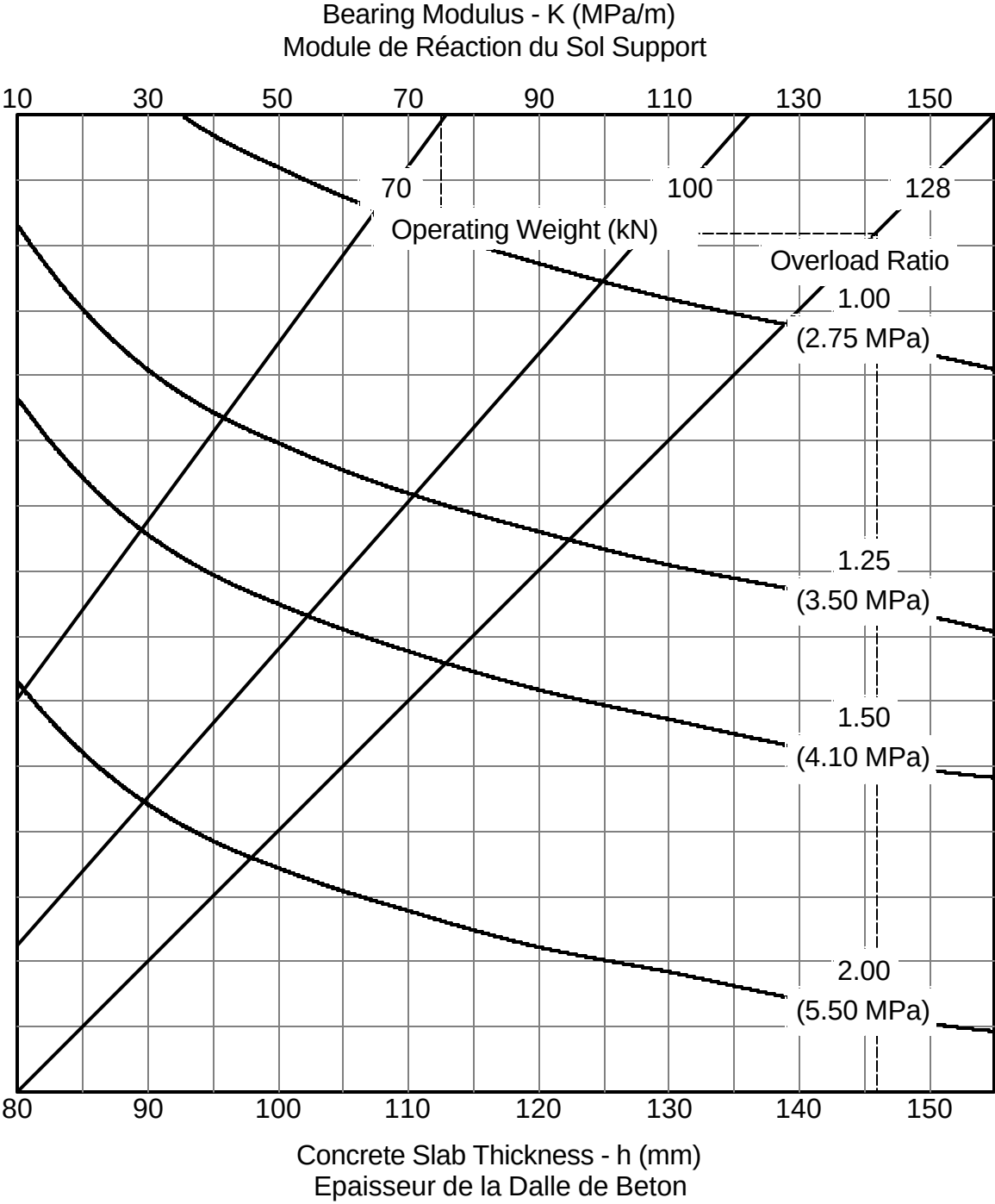
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		Dassault Falcon 10	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	240 mm	
Tire Pressure (MPa) Pression des Pneus	0.93		



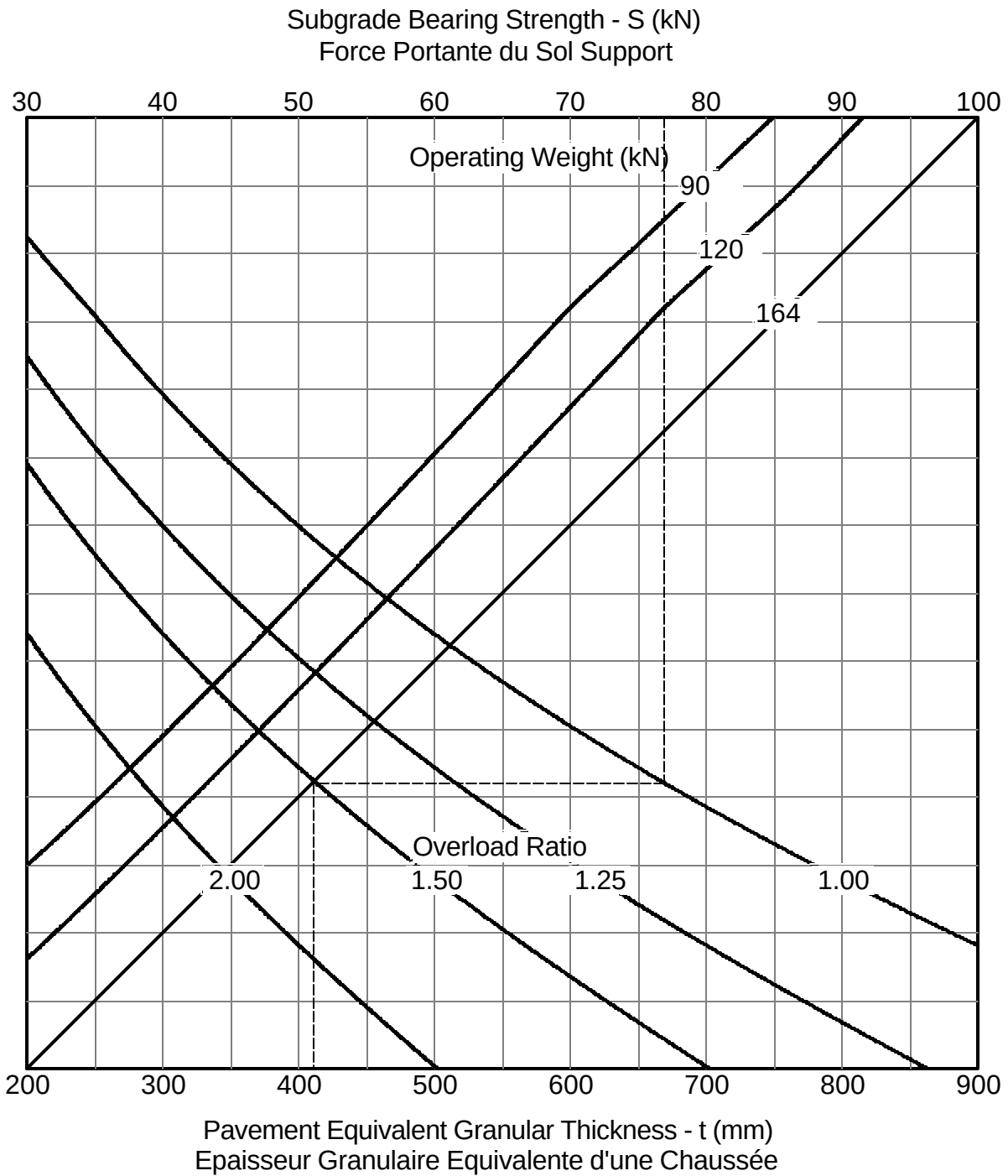
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		Dassault Falcon 20	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	240 mm	
Tire Pressure (MPa) Pression des Pneus	0.92		



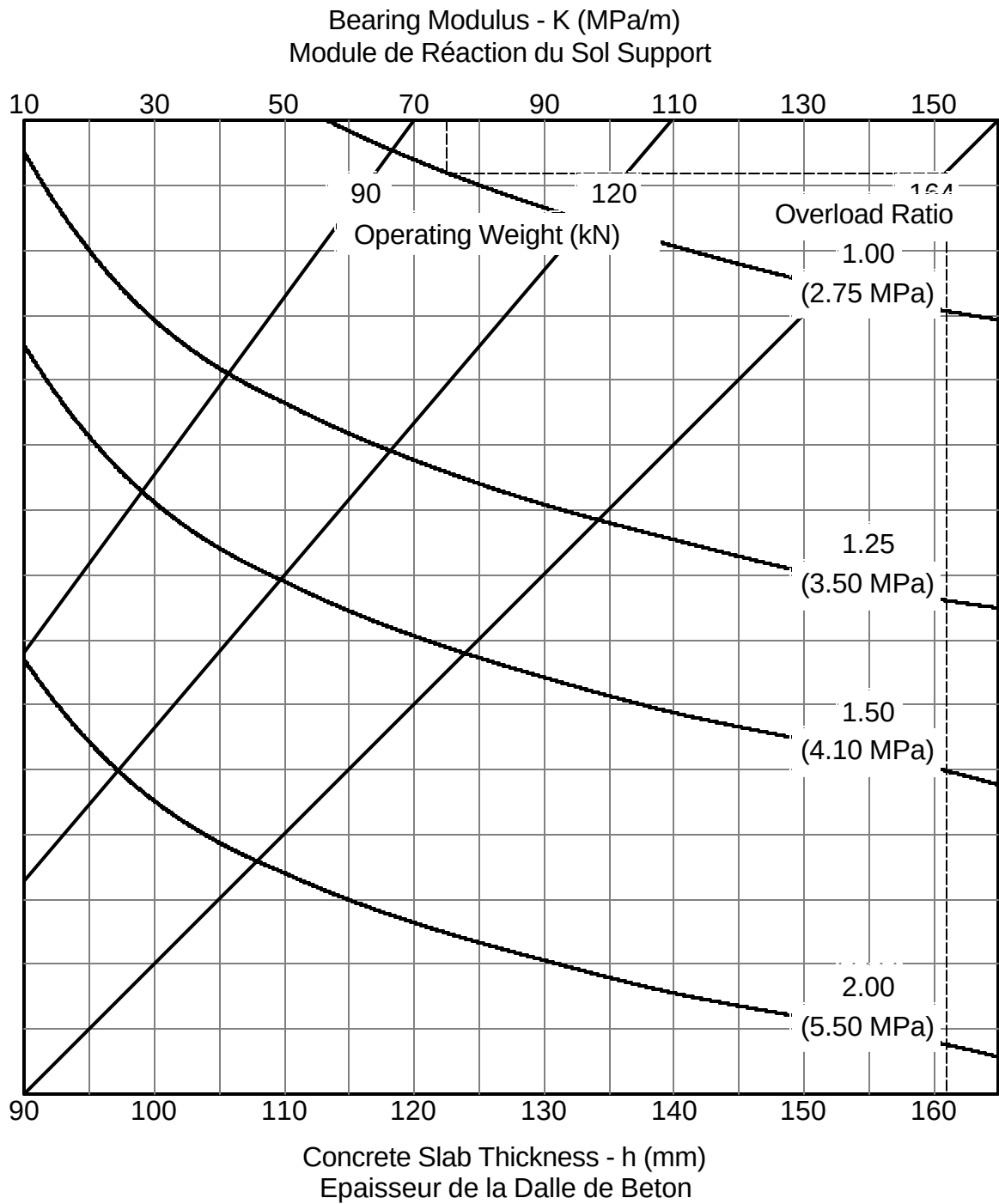
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		Dassault Falcon 20	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	240 mm	
Tire Pressure (MPa) Pression des Pneus	0.92		



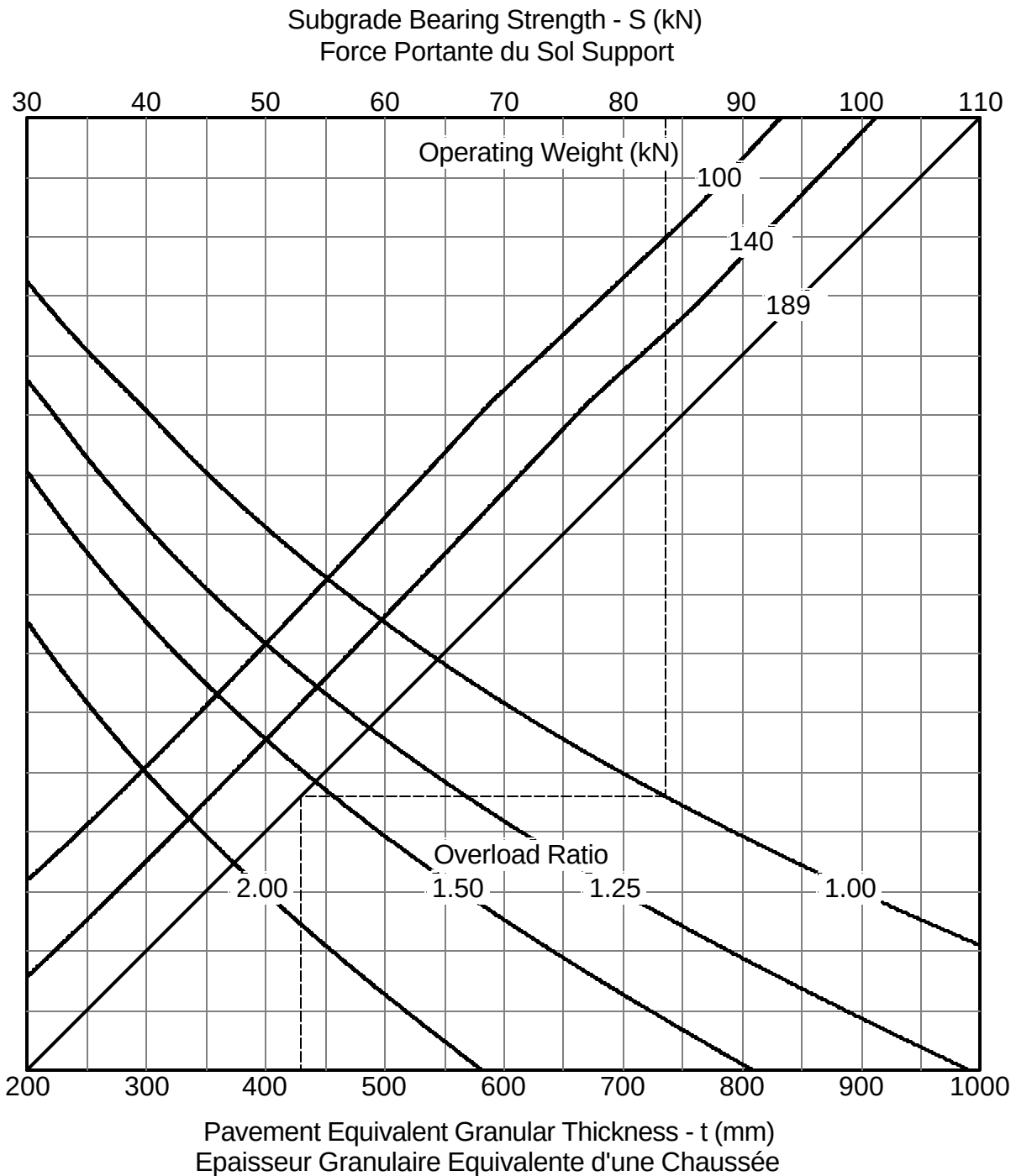
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		Dassault Falcon 2000	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	380 mm	
Tire Pressure (MPa) Pression des Pneus	1.36		



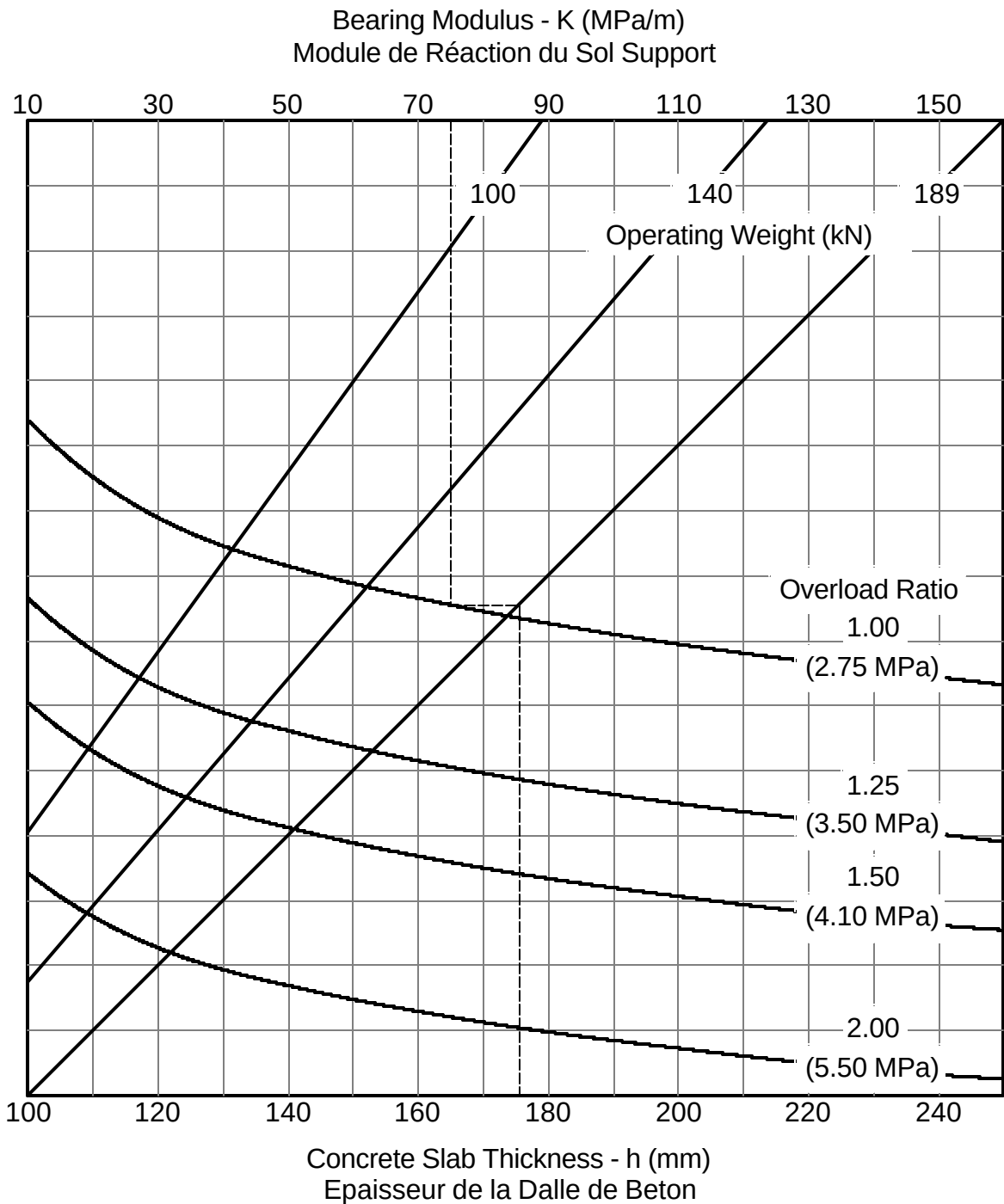
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		Dassault Falcon 2000	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	380 mm	
Tire Pressure (MPa) Pression des Pneus	1.36		



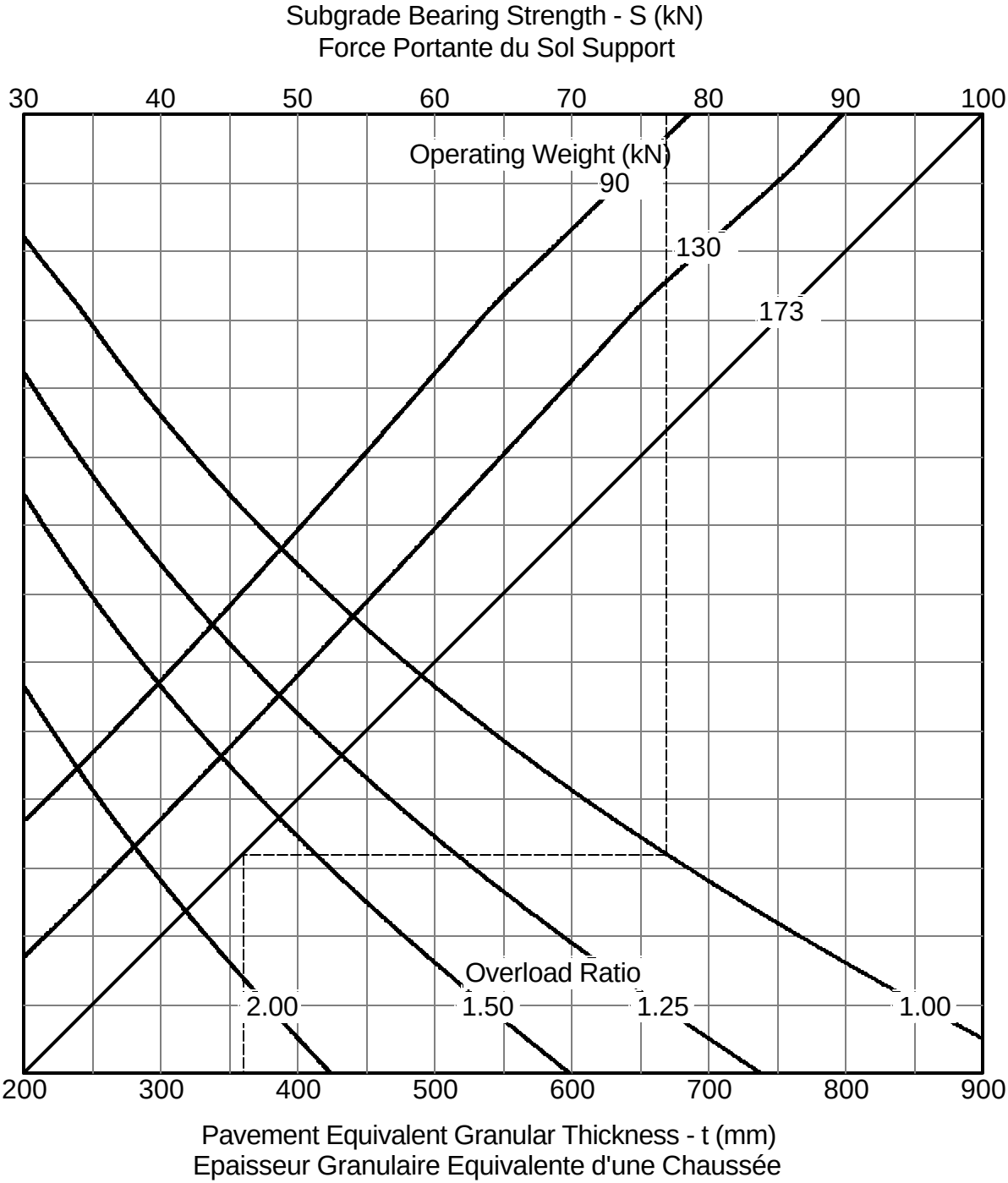
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		Dassault Falcon 2000EX	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	380 mm	
Tire Pressure (MPa) Pression des Pneus	1.51		



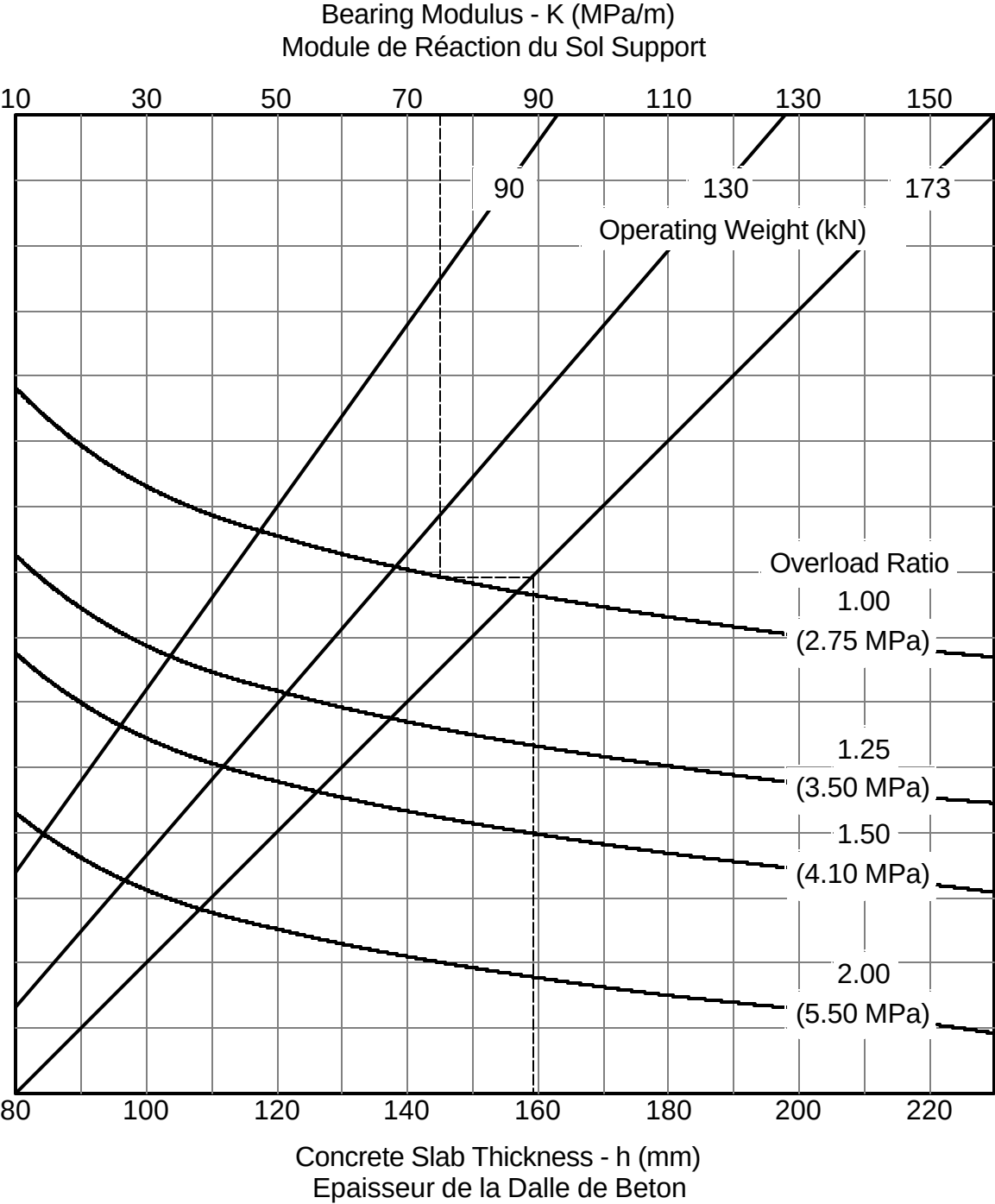
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		Dassault Falcon 2000EX	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	380 mm	
Tire Pressure (MPa) Pression des Pneus	1.51		



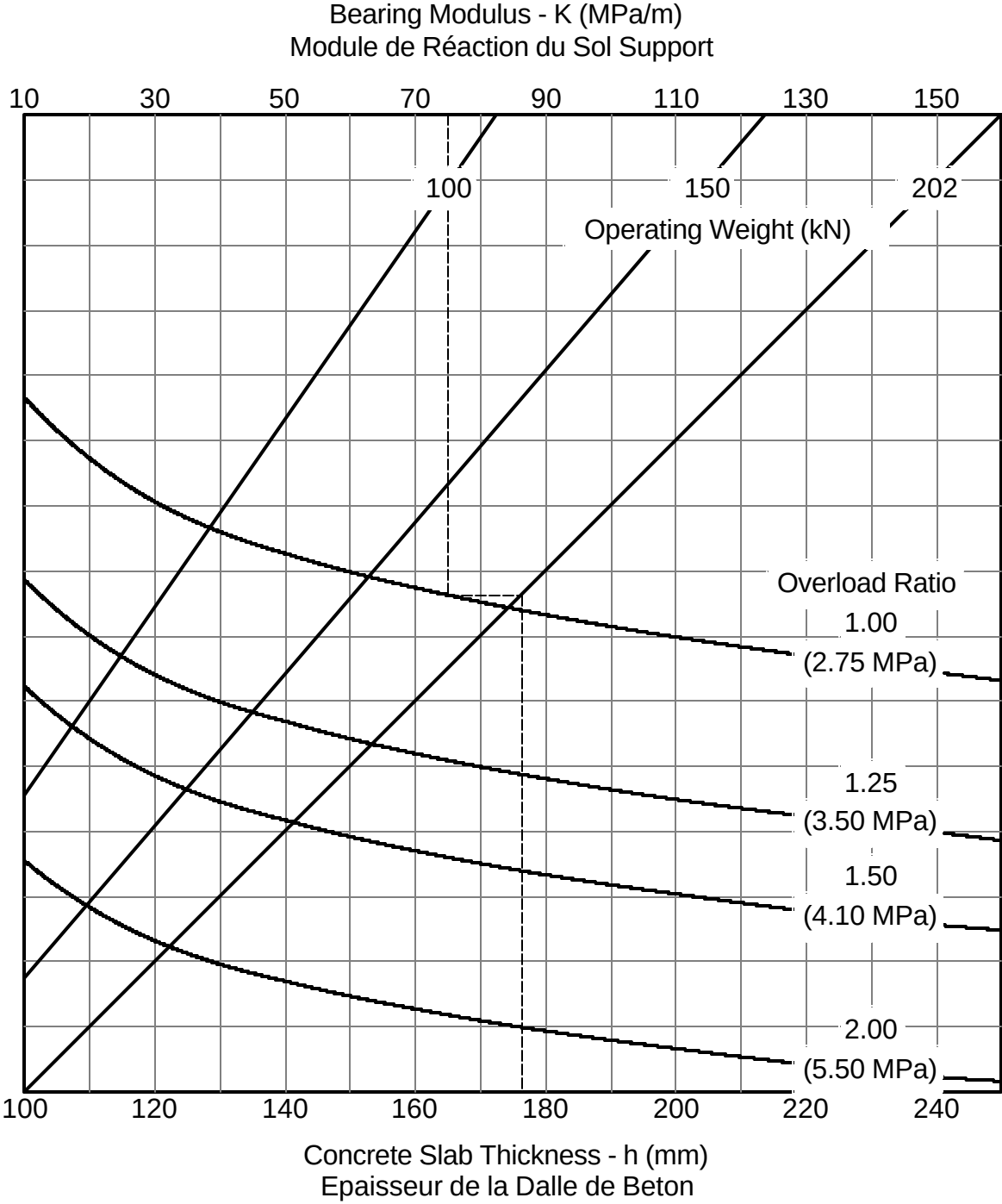
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		Dassault Falcon 50	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	380 mm	
Tire Pressure (MPa) Pression des Pneus	0.93		



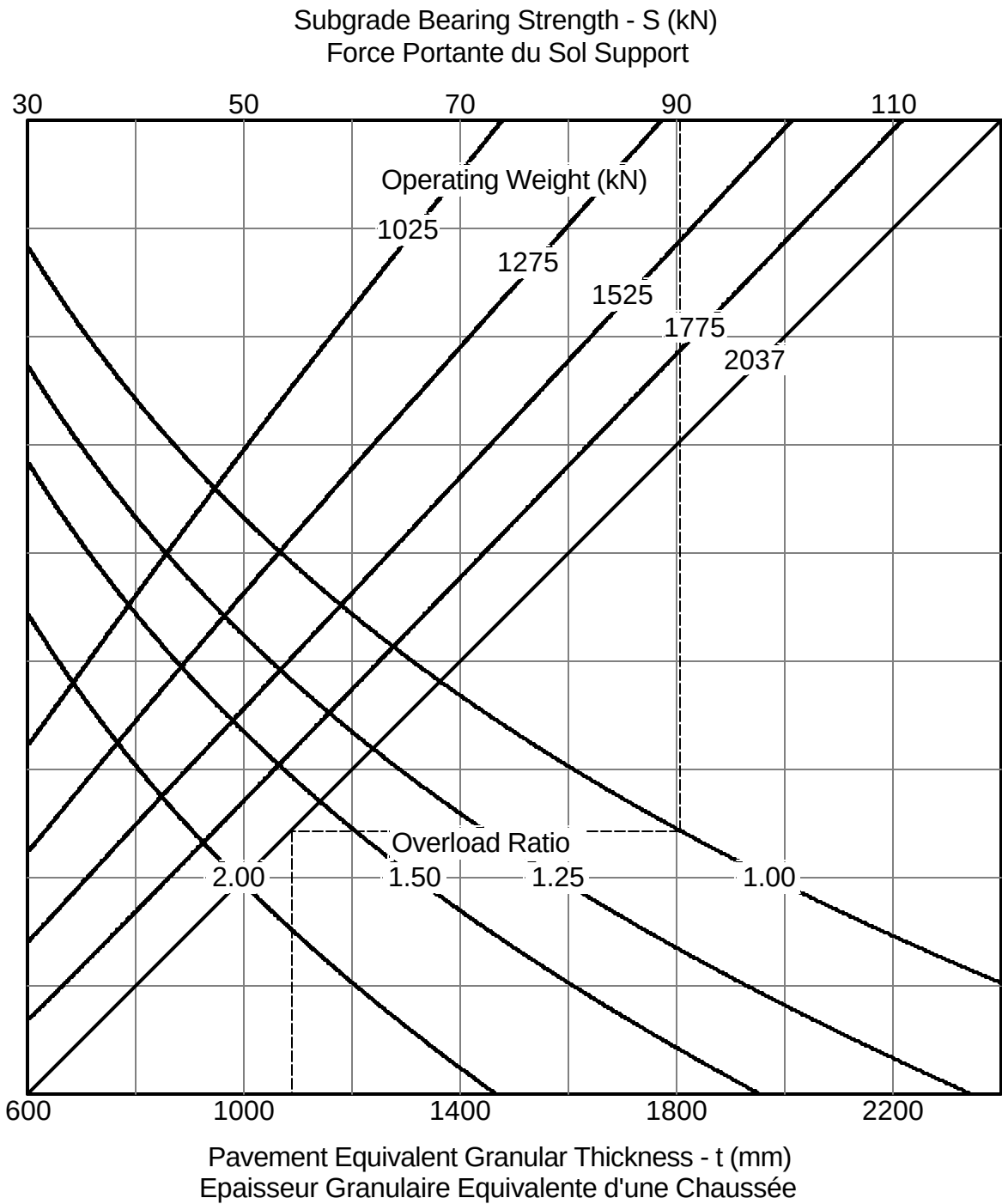
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		Dassault Falcon 50	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	380 mm	
Tire Pressure (MPa) Pression des Pneus	0.93		



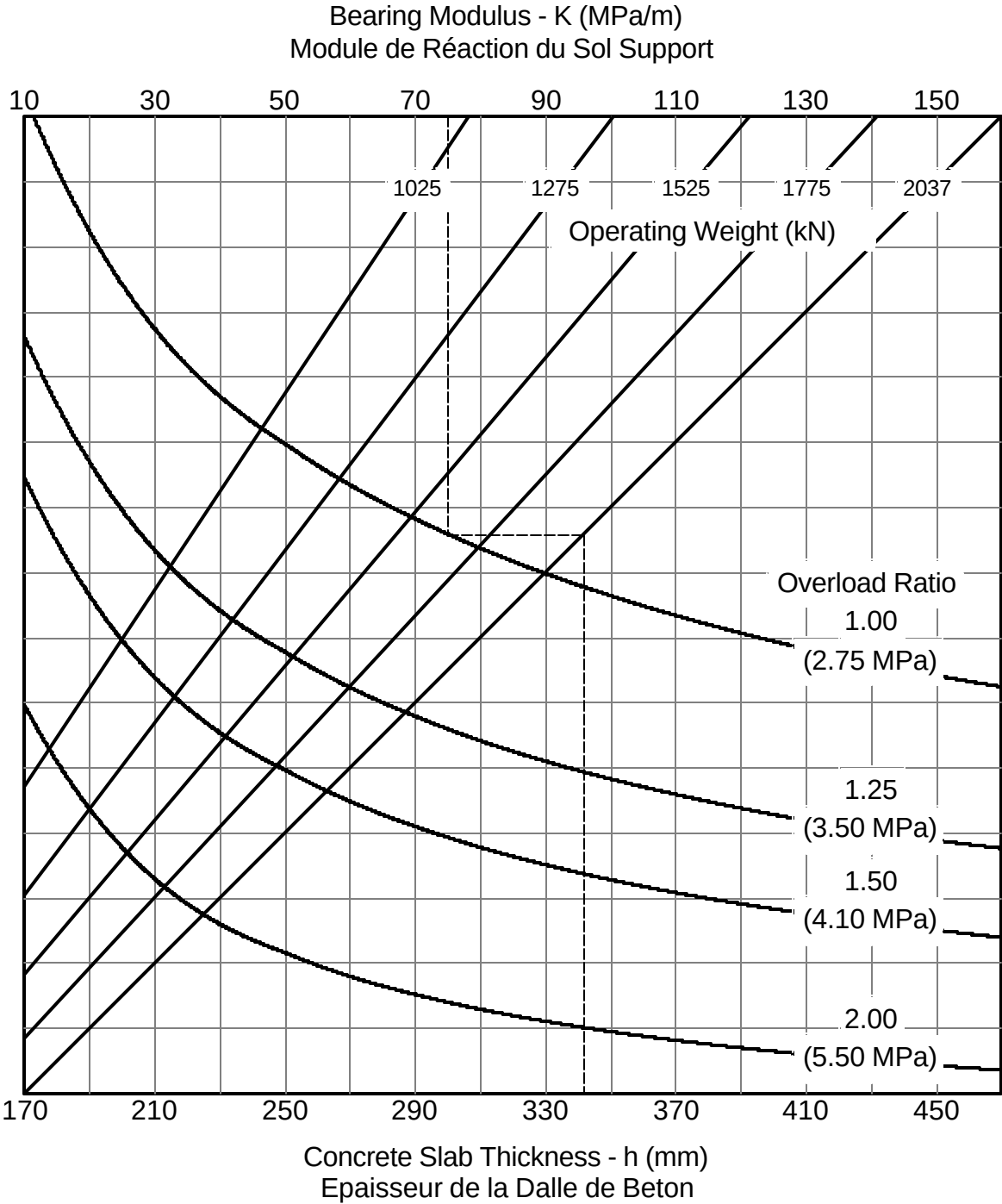
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		Dassault Falcon 900	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	420 mm	
Tire Pressure (MPa) Pression des Pneus	1.30		



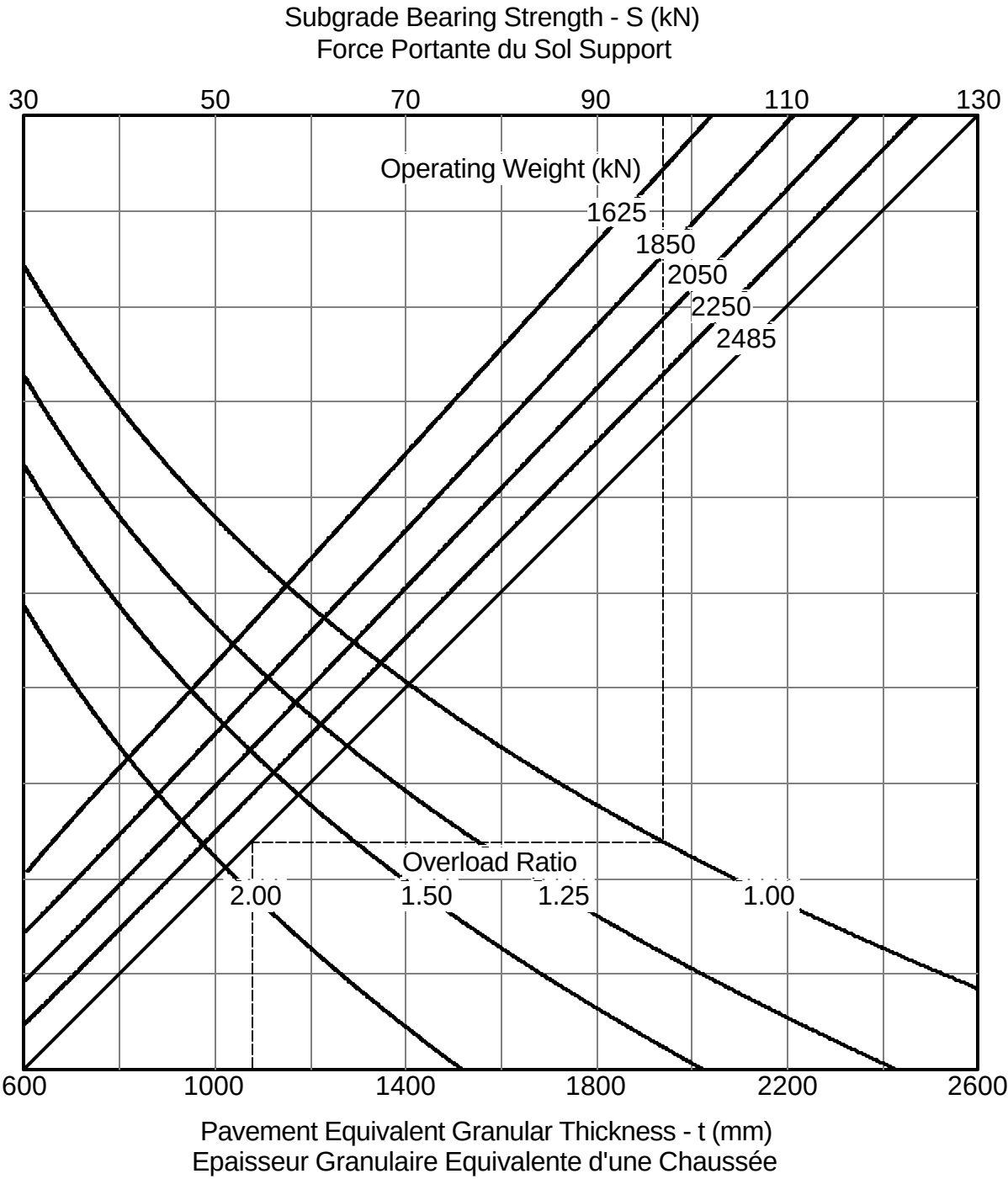
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		DC-10-10, 10CF, 15	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	1372 mm	1626 mm
Tire Pressure (MPa) Pression des Pneus	1.34		



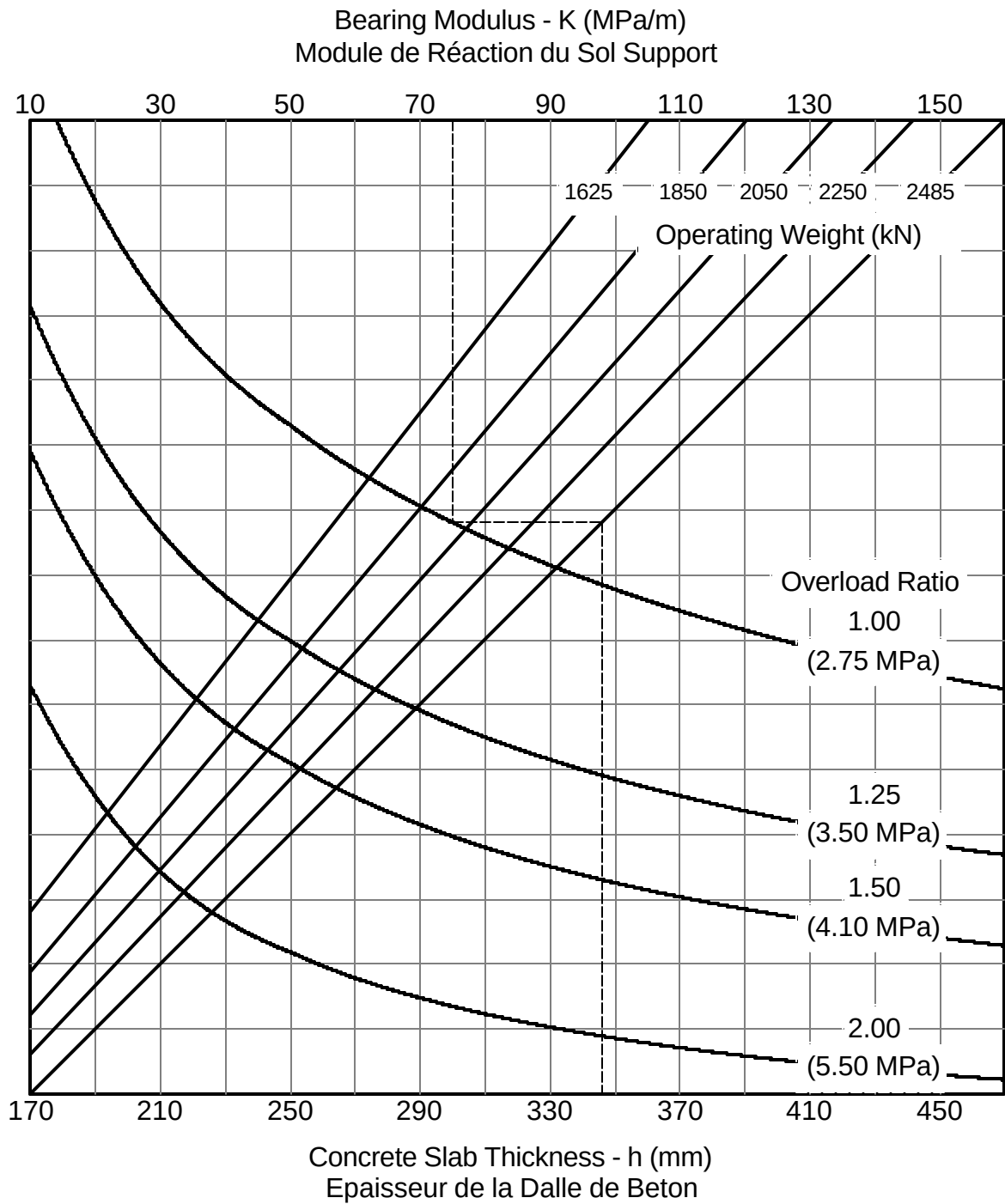
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		DC-10-10, 10CF, 15	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	1372 mm	1626 mm ○ ○
Tire Pressure (MPa) Pression des Pneus	1.34		○ ○



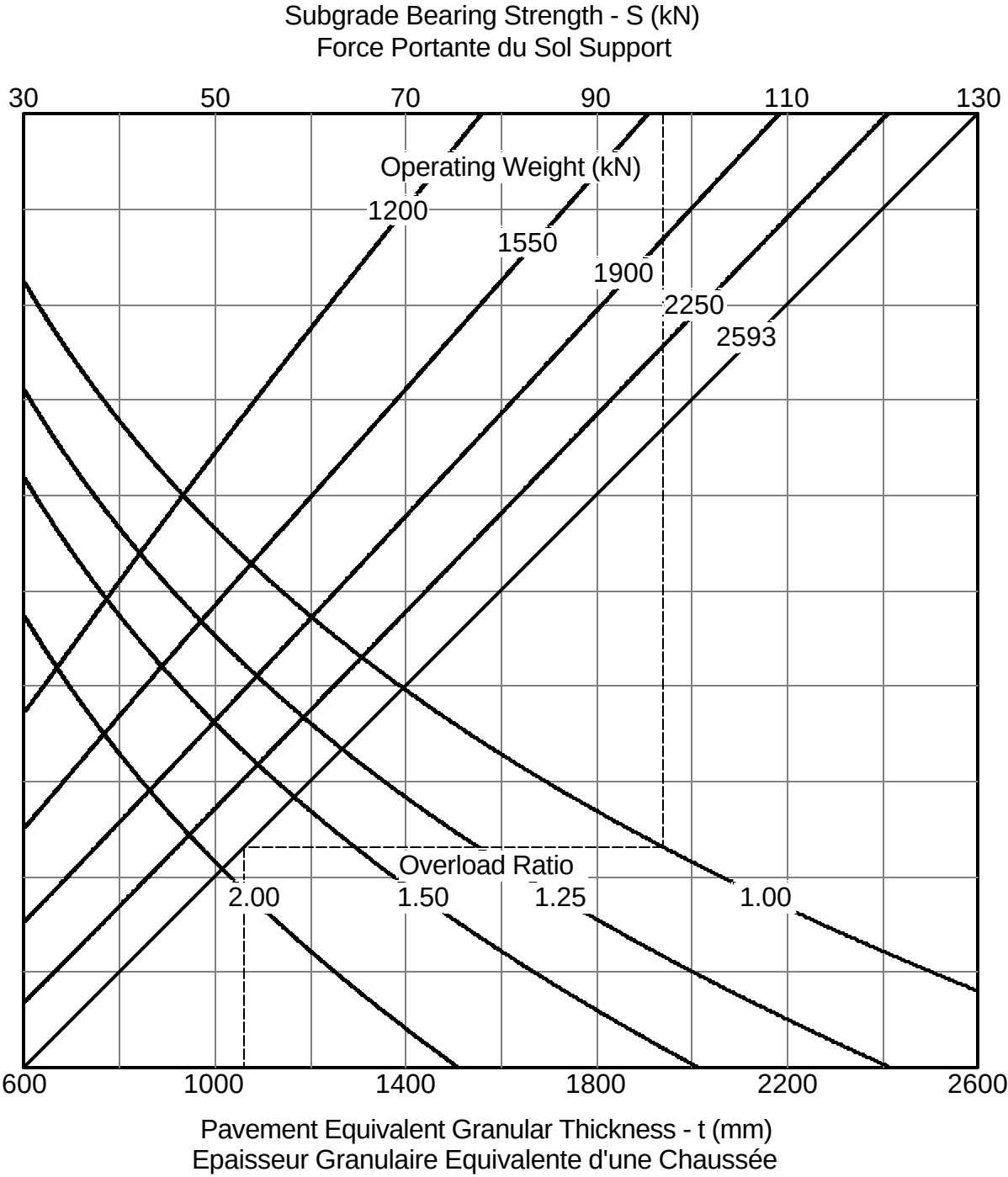
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		DC-10-20, 20/30/40CF	
% Load on Main Gear % Poids sur Atterrisseur Principal	41.4	1372 mm	1626 mm 
Tire Pressure (MPa) Pression des Pneus	1.14		



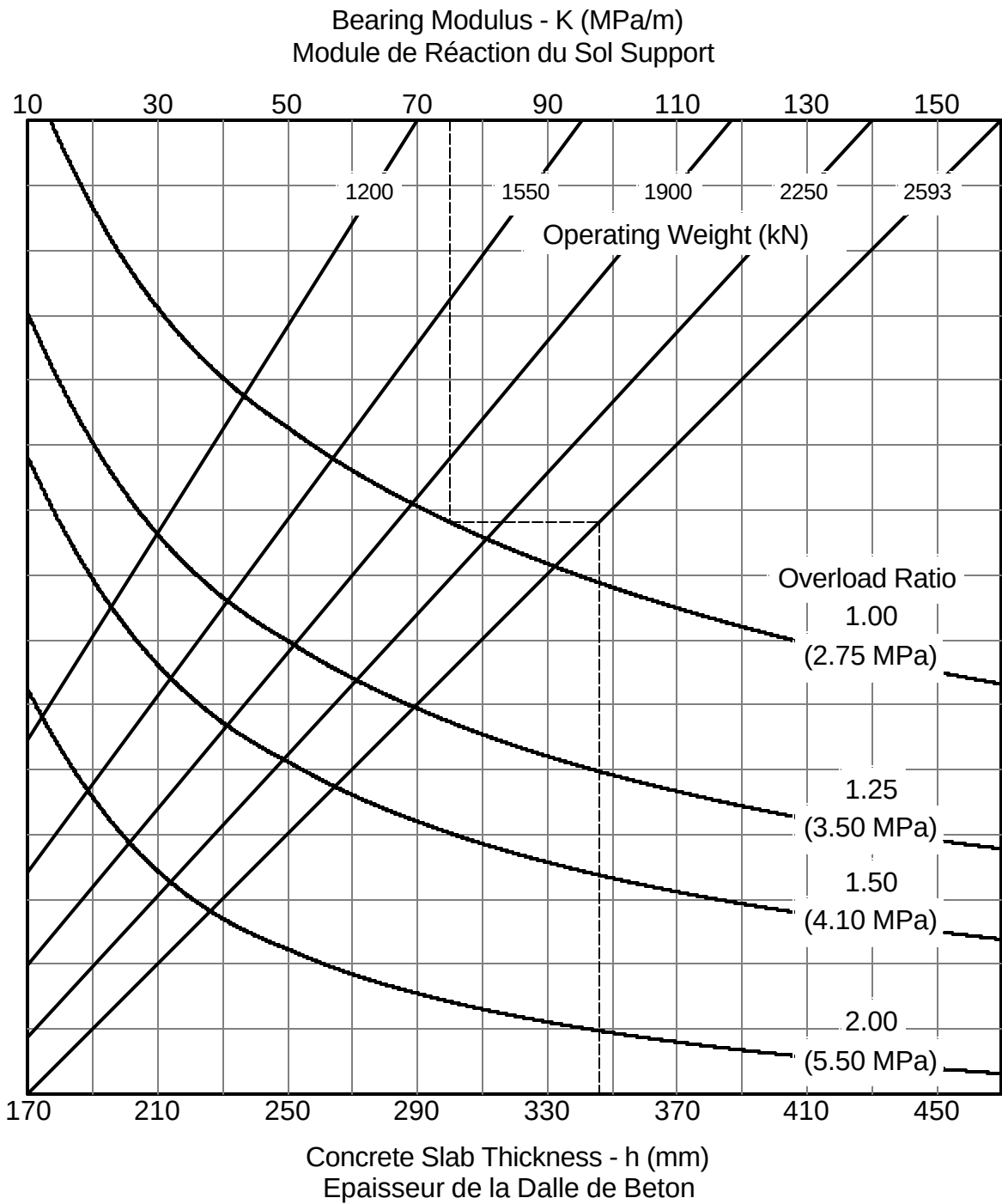
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		DC-10-20, 20/30/40CF	
% Load on Main Gear % Poids sur Atterrisseur Principal	41.4	1372 mm	1626 mm ○ ○
Tire Pressure (MPa) Pression des Pneus	1.14		○ ○



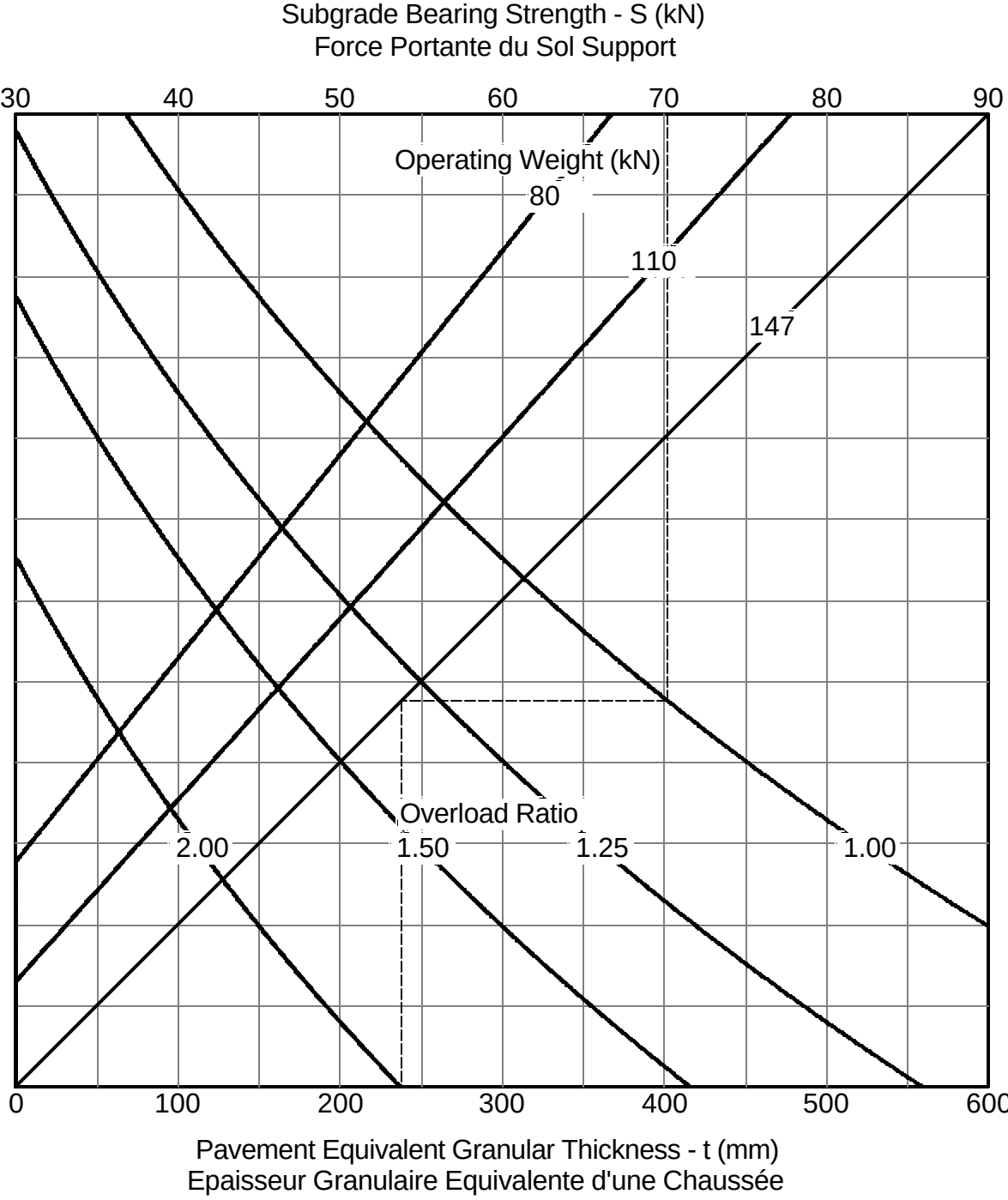
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		DC-10-30, 30ER, 40	
% Load on Main Gear % Poids sur Atterrisseur Principal	39.0	1372 mm	1626 mm ○ ○
Tire Pressure (MPa) Pression des Pneus	1.22		○ ○



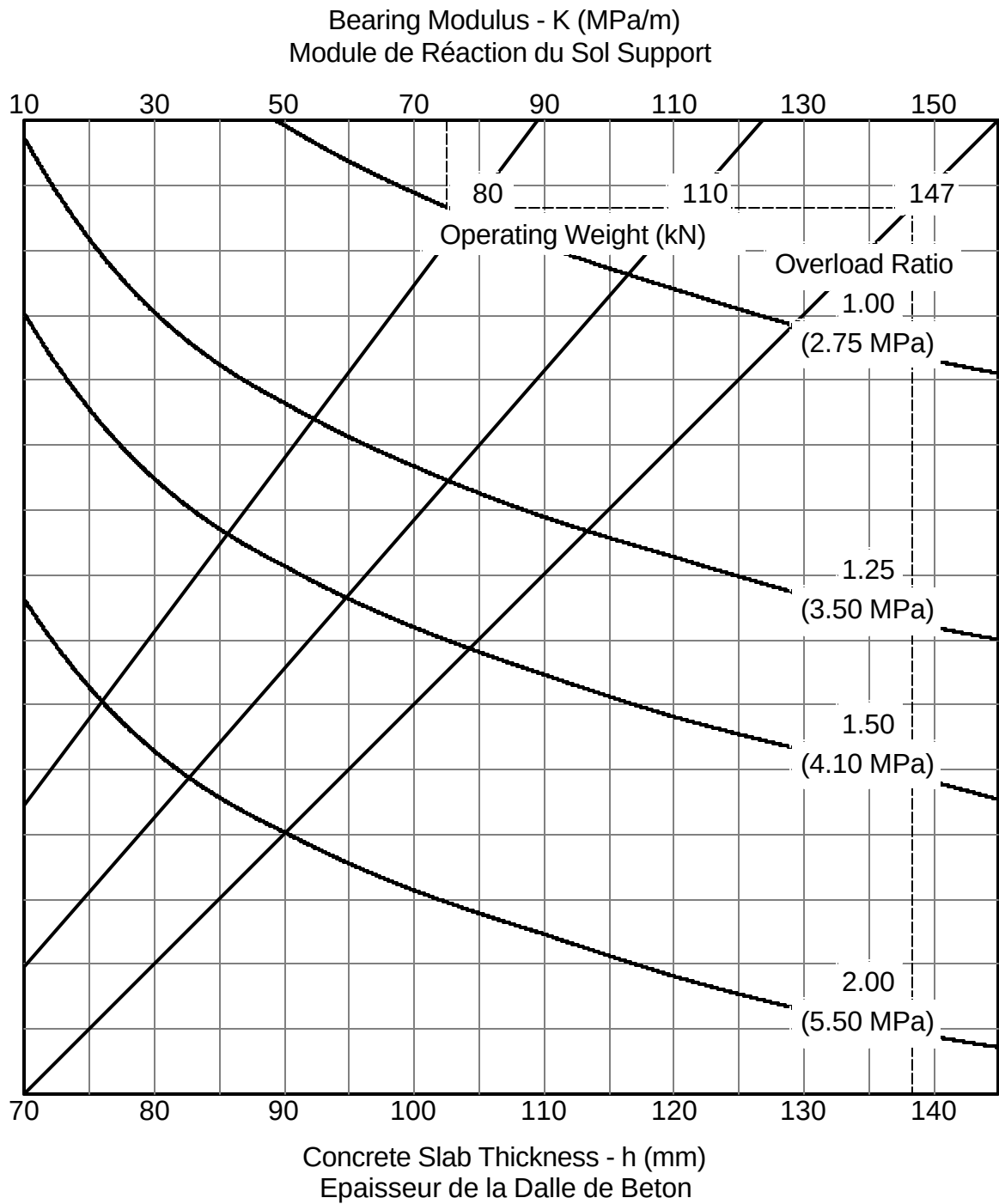
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		DC-10-30, 30ER, 40	
% Load on Main Gear % Poids sur Atterrisseur Principal	39.0	1372 mm	1626 mm
Tire Pressure (MPa) Pression des Pneus	1.22		



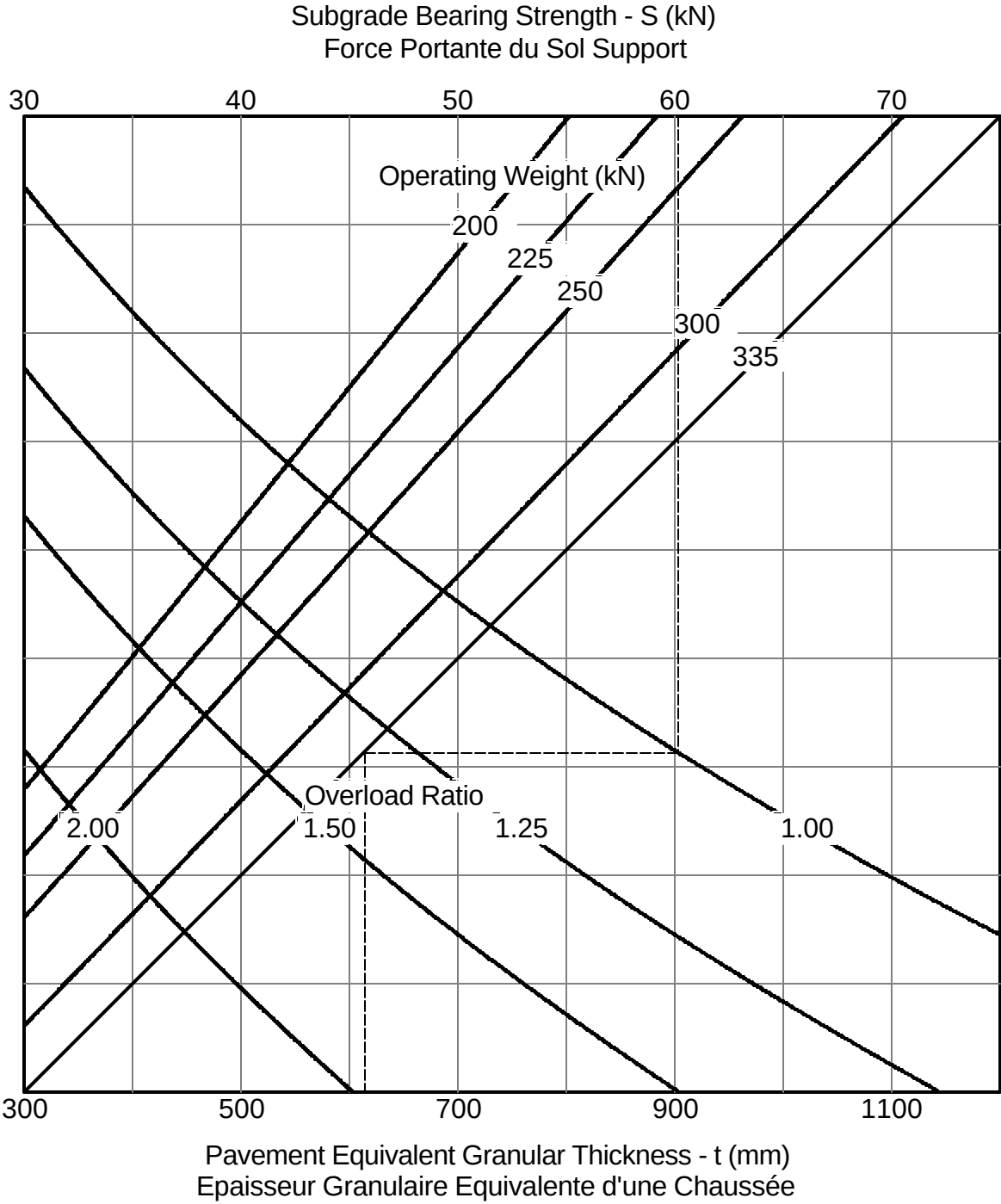
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		DC-3
% Load on Main Gear % Poids sur Atterrisseur Principal	46.8	
Tire Pressure (MPa) Pression des Pneus	0.31	



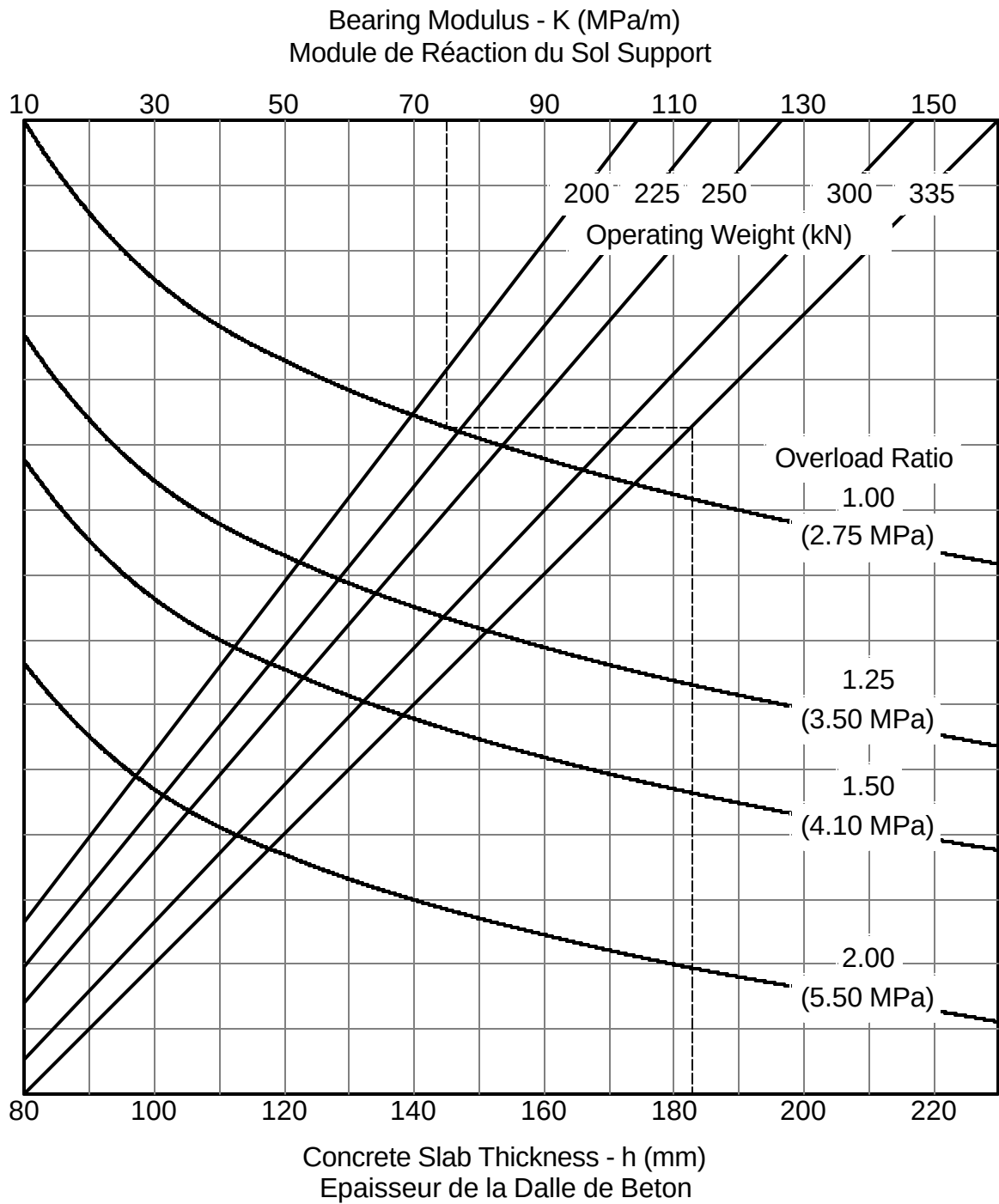
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		DC-3
% Load on Main Gear % Poids sur Atterrisseur Principal	46.8	
Tire Pressure (MPa) Pression des Pneus	0.31	



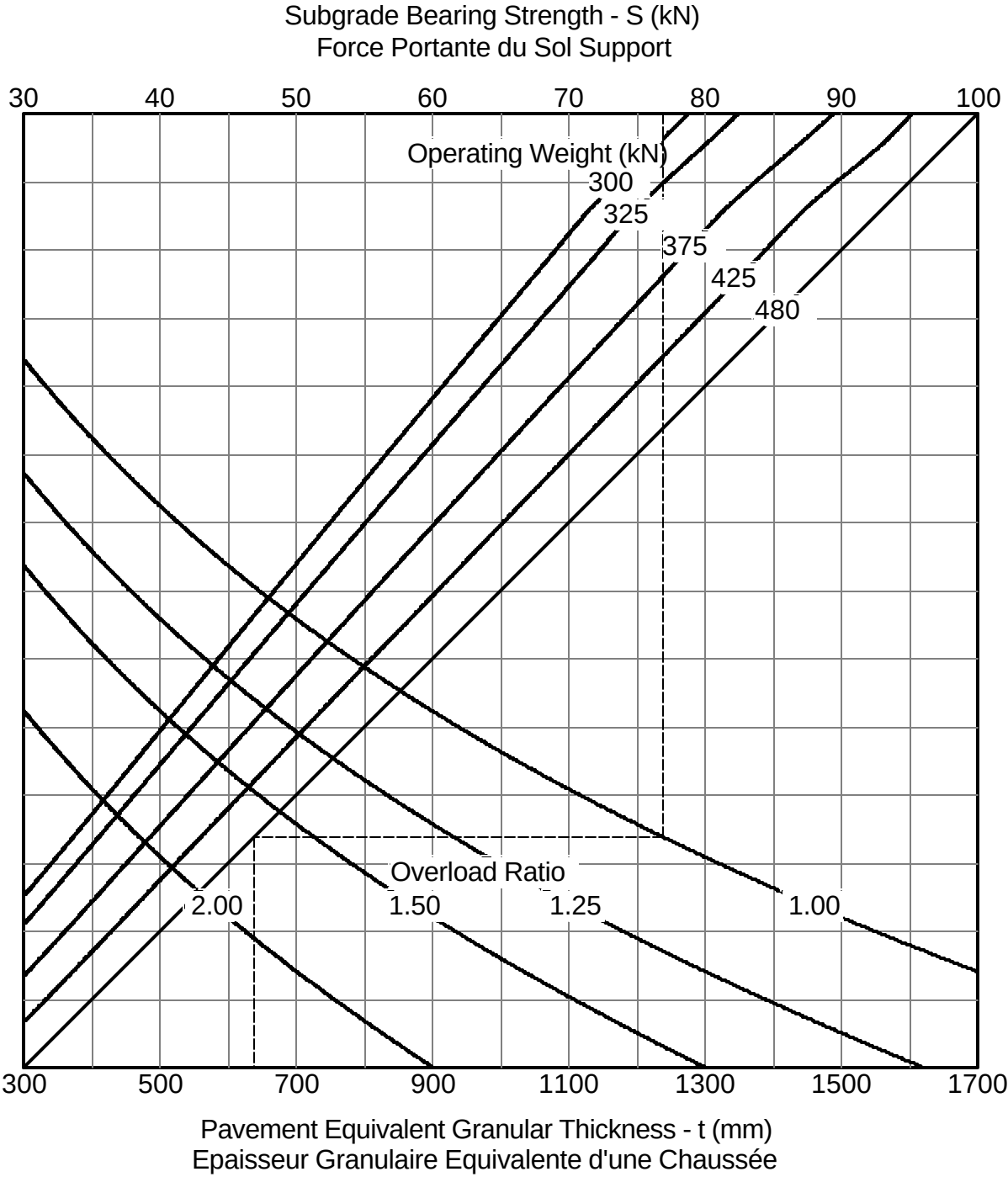
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		DC-4	
% Load on Main Gear % Poids sur Atterrisseur Principal	46.8	740 mm	
Tire Pressure (MPa) Pression des Pneus	0.53		



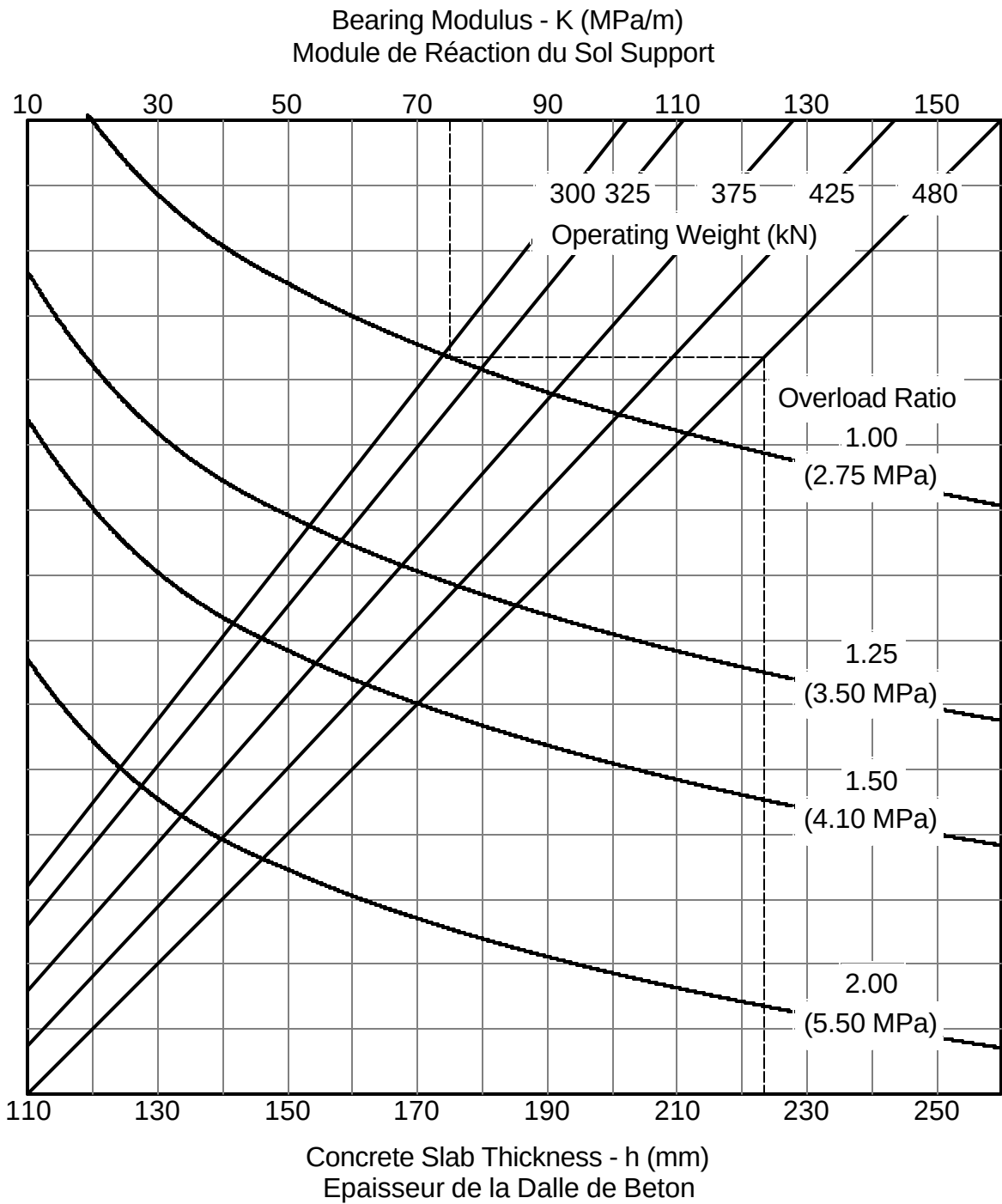
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		DC-4	
% Load on Main Gear % Poids sur Atterrisseur Principal	46.8	740 mm	
Tire Pressure (MPa) Pression des Pneus	0.53		



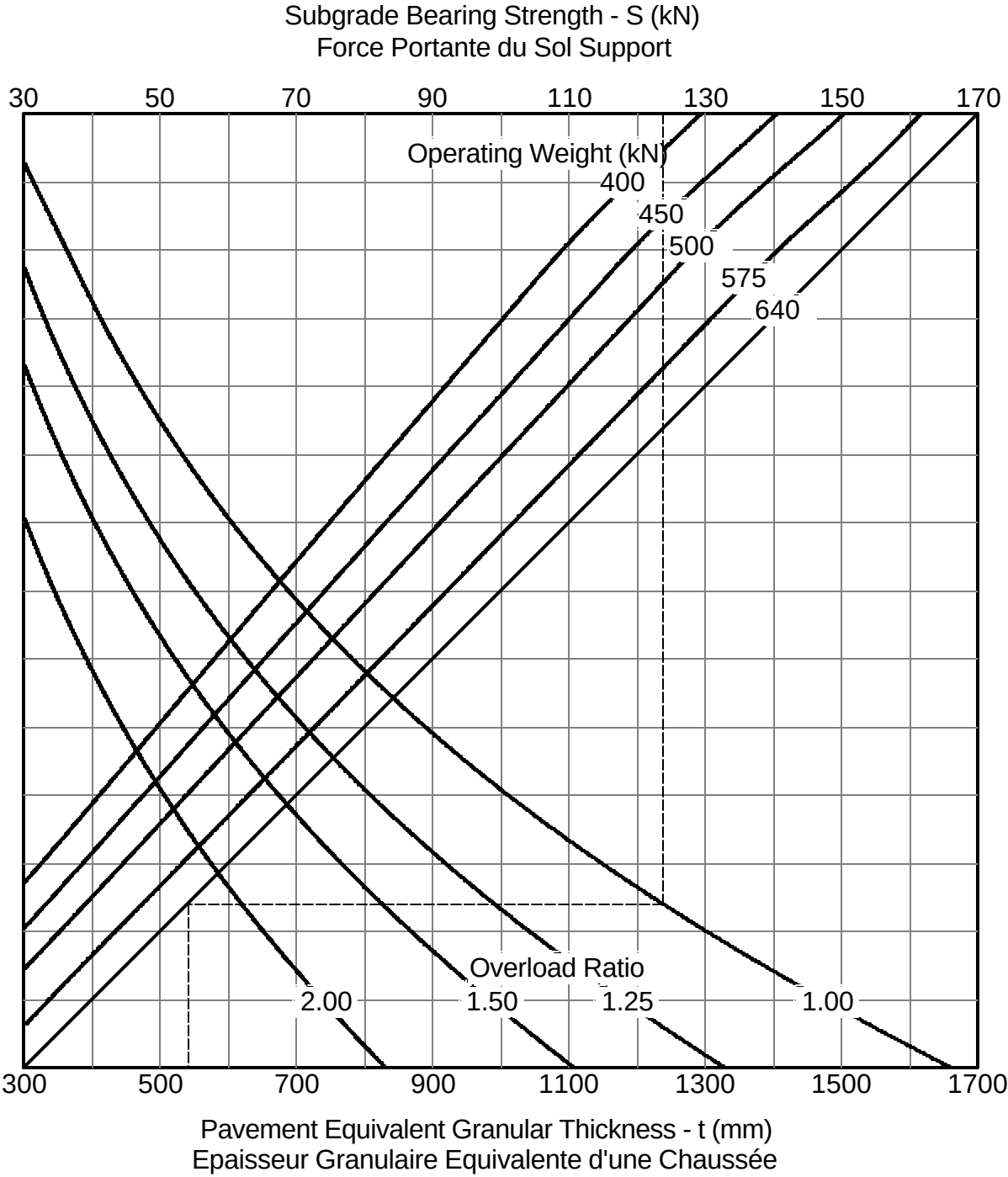
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		DC-6, 6B	
% Load on Main Gear % Poids sur Atterrisseur Principal	44.0	780 mm	
Tire Pressure (MPa) Pression des Pneus	0.73		



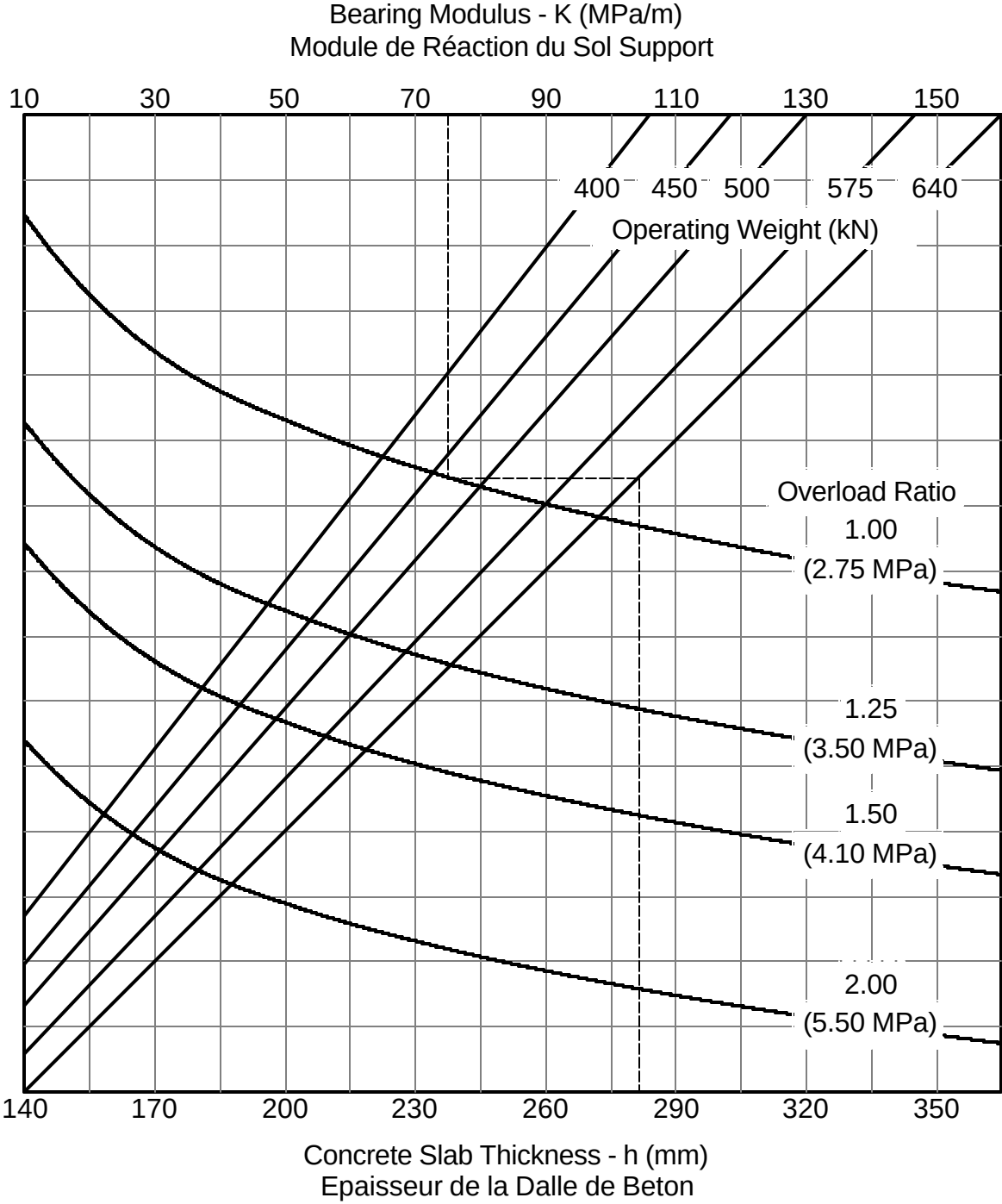
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		DC-6, 6B	
% Load on Main Gear % Poids sur Atterrisseur Principal	44.0	780 mm	
Tire Pressure (MPa) Pression des Pneus	0.73		



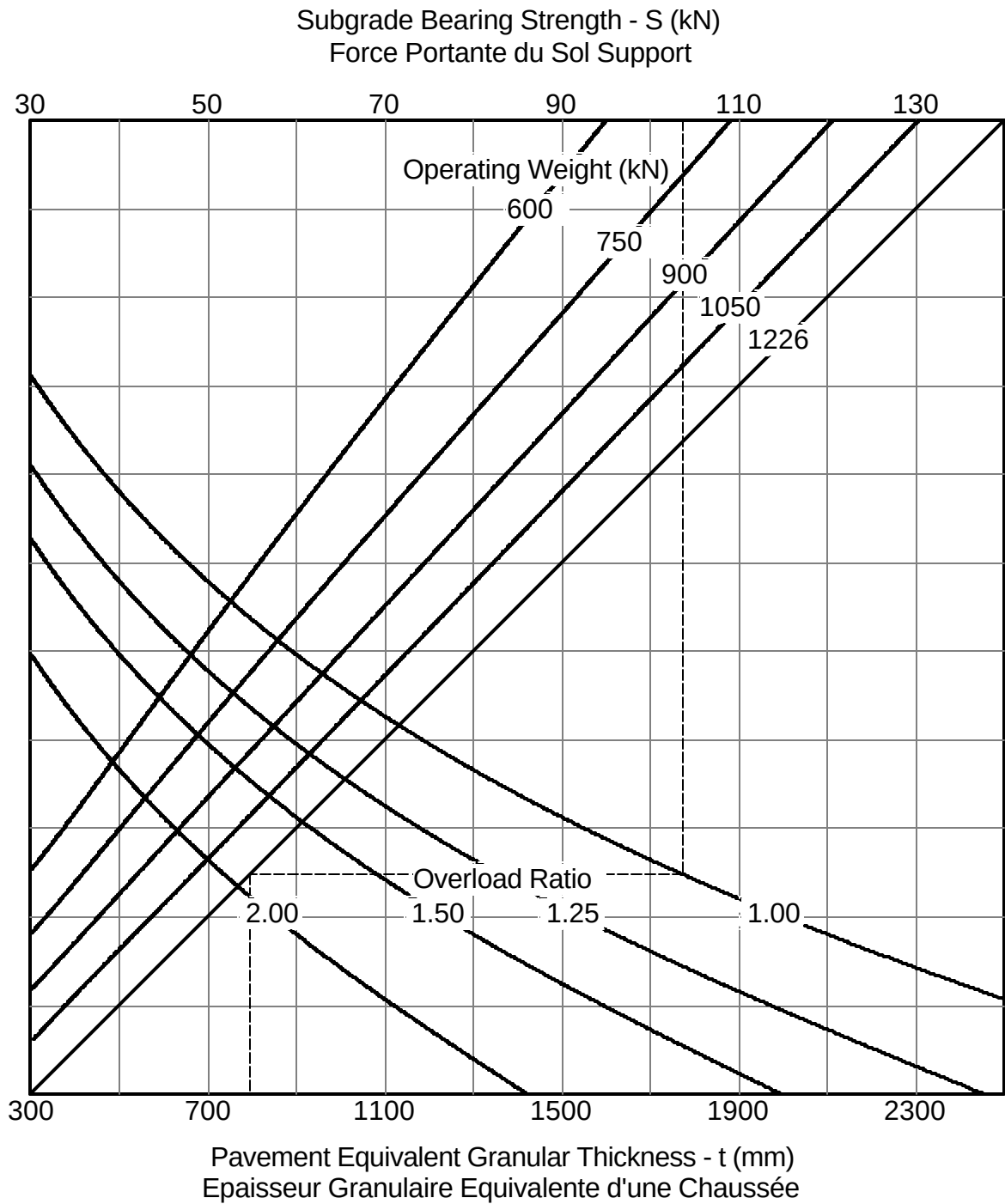
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		DC-7 (All Models)	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	762 mm	
Tire Pressure (MPa) Pression des Pneus	0.89		



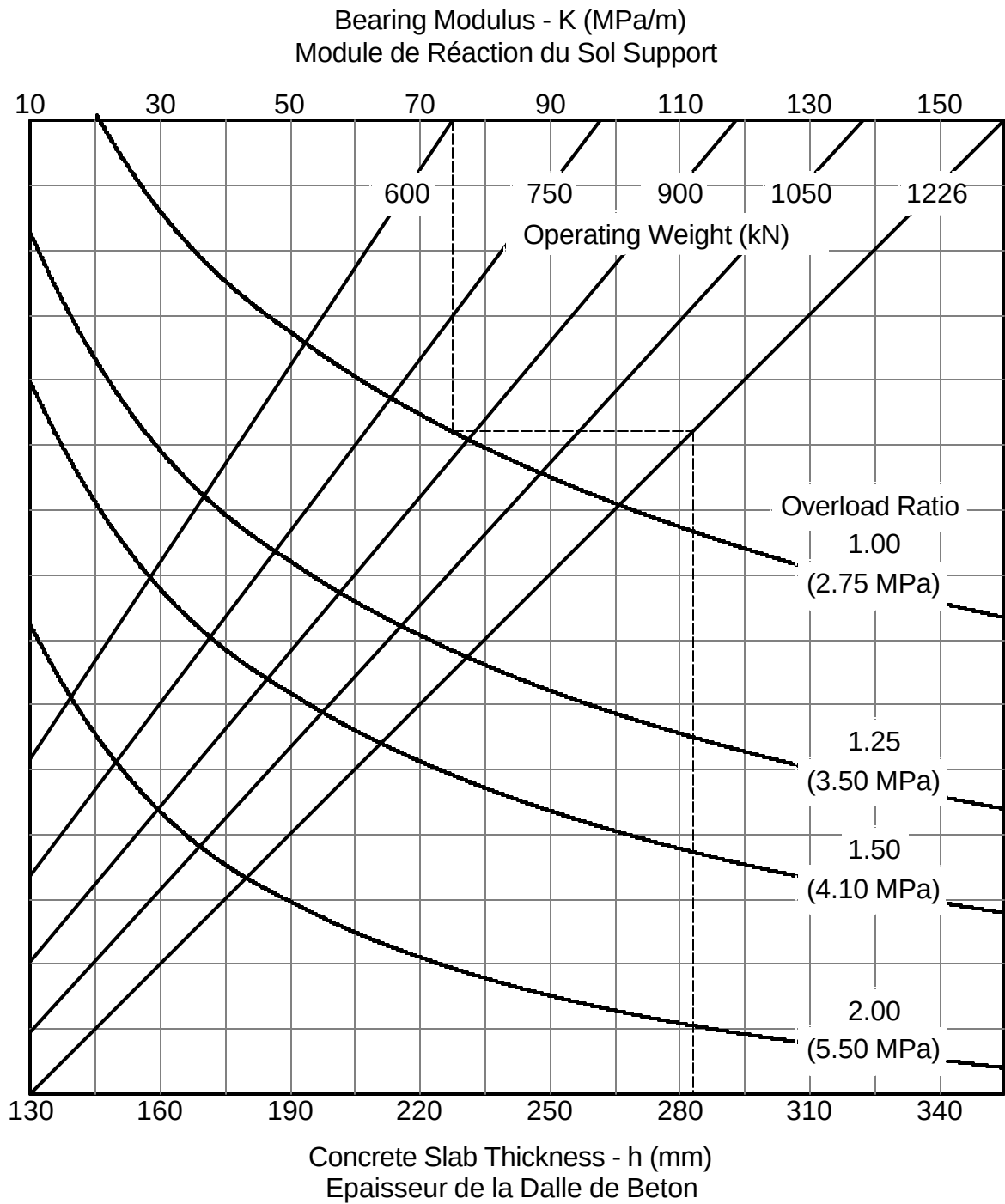
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		DC-7 (All Models)	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	762 mm	
Tire Pressure (MPa) Pression des Pneus	0.89		

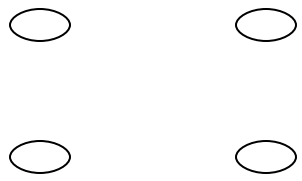


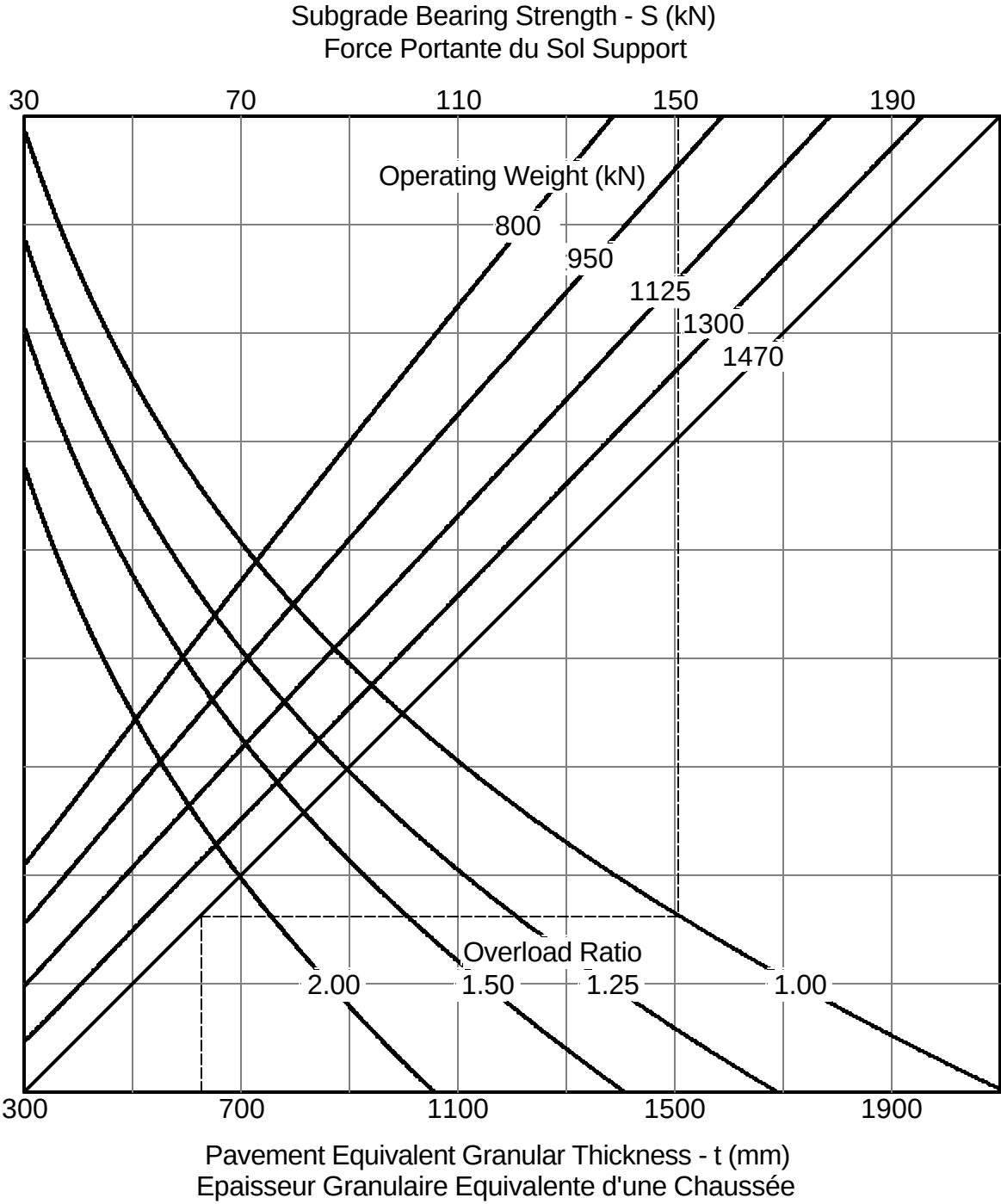
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		DC-8-10, 20 Series	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	762 mm	1397 mm
Tire Pressure (MPa) Pression des Pneus	1.01		



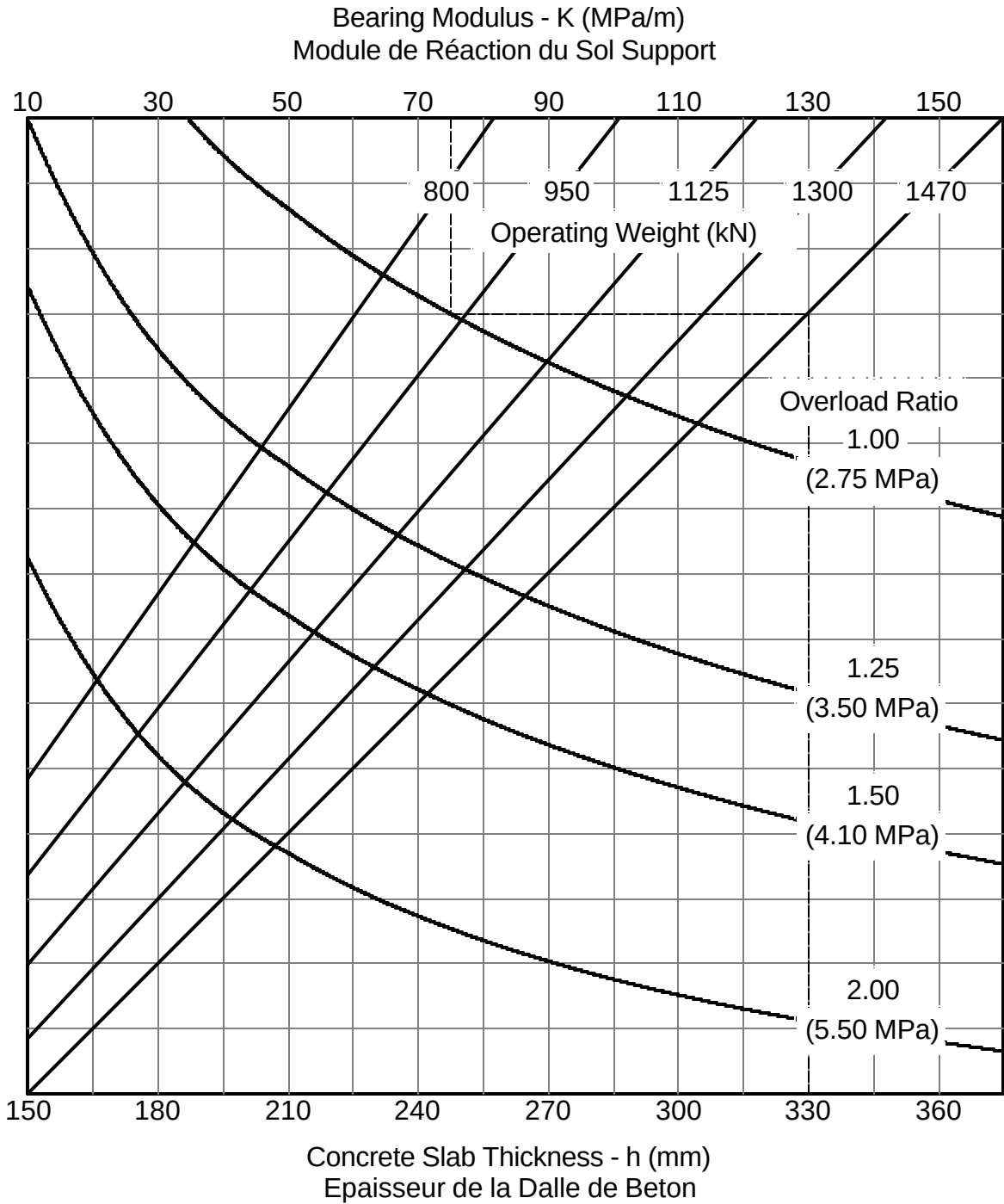
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		DC-8-10, 20 Series	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	762 mm	1397 mm
Tire Pressure (MPa) Pression des Pneus	1.01		

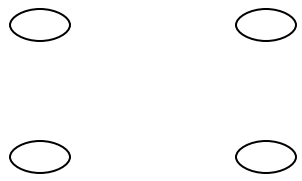


Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		DC-8-43, 55, 61, 71	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	762 mm	1397 mm 
Tire Pressure (MPa) Pression des Pneus	1.30		

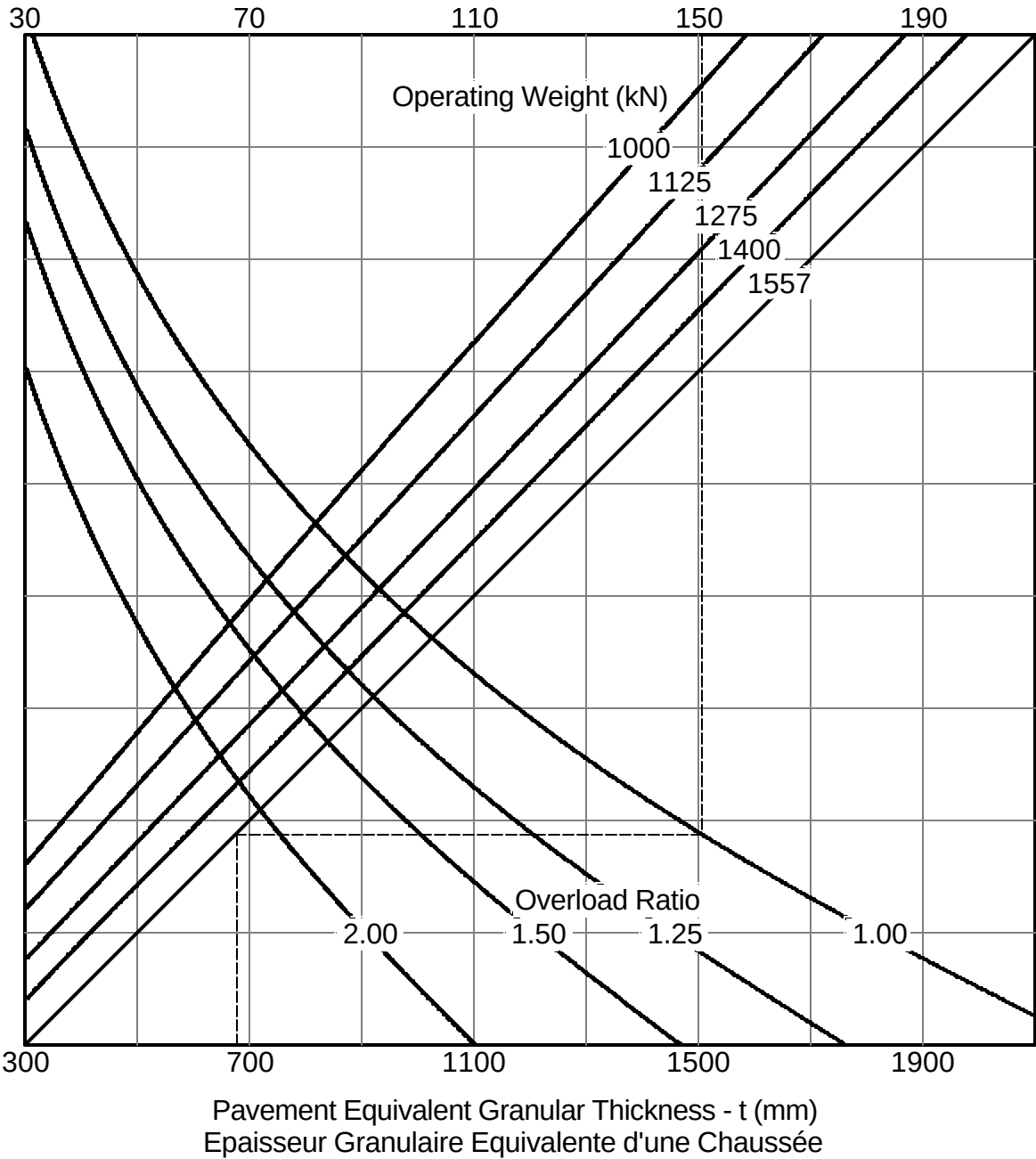


Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		DC-8-43, 55, 61, 71	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	762 mm	1397 mm 
Tire Pressure (MPa) Pression des Pneus	1.30		

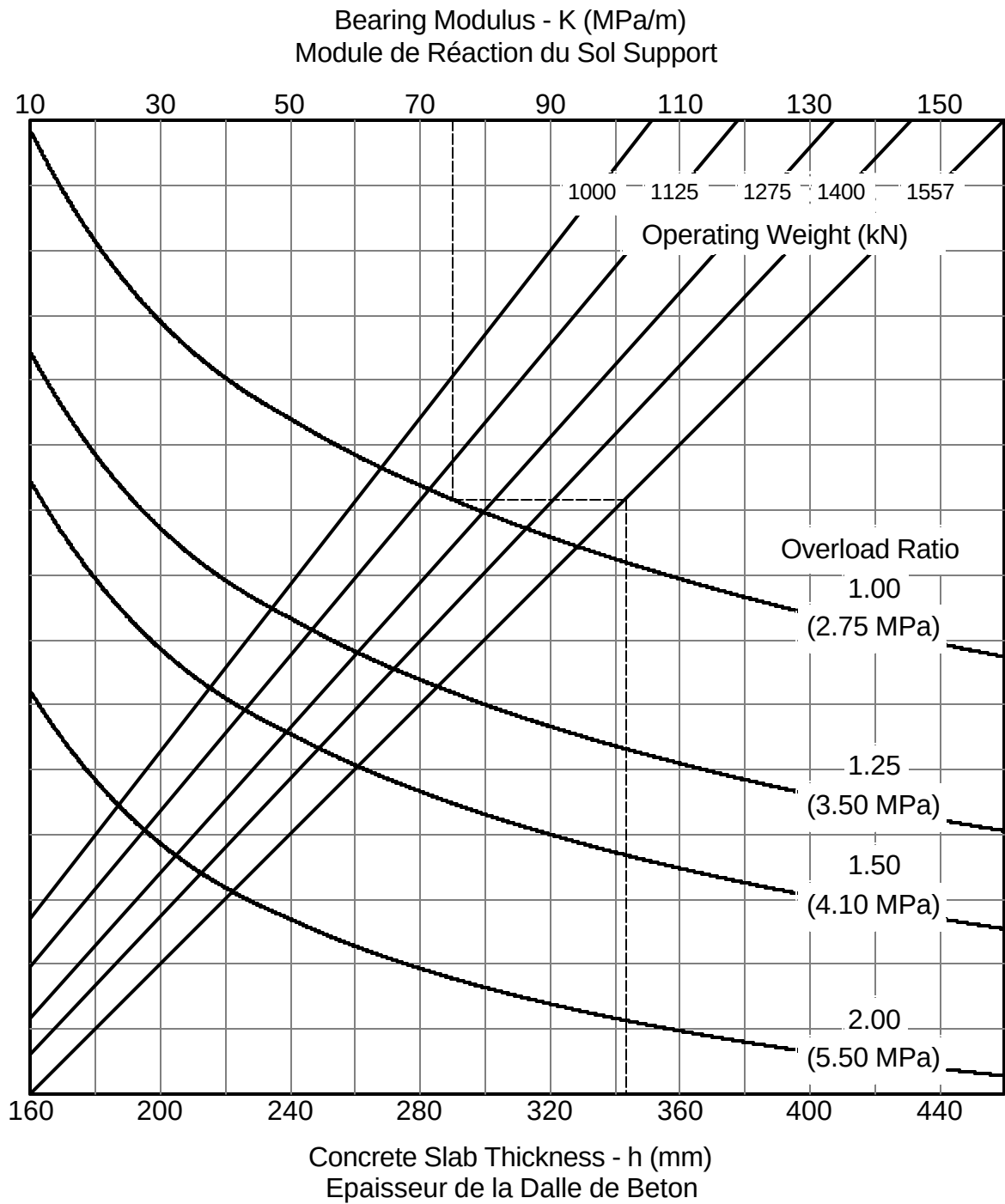


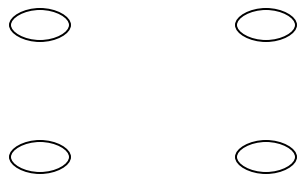
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		DC-8-61F, 63F	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	762 mm	1397 mm 
Tire Pressure (MPa) Pression des Pneus	1.32		

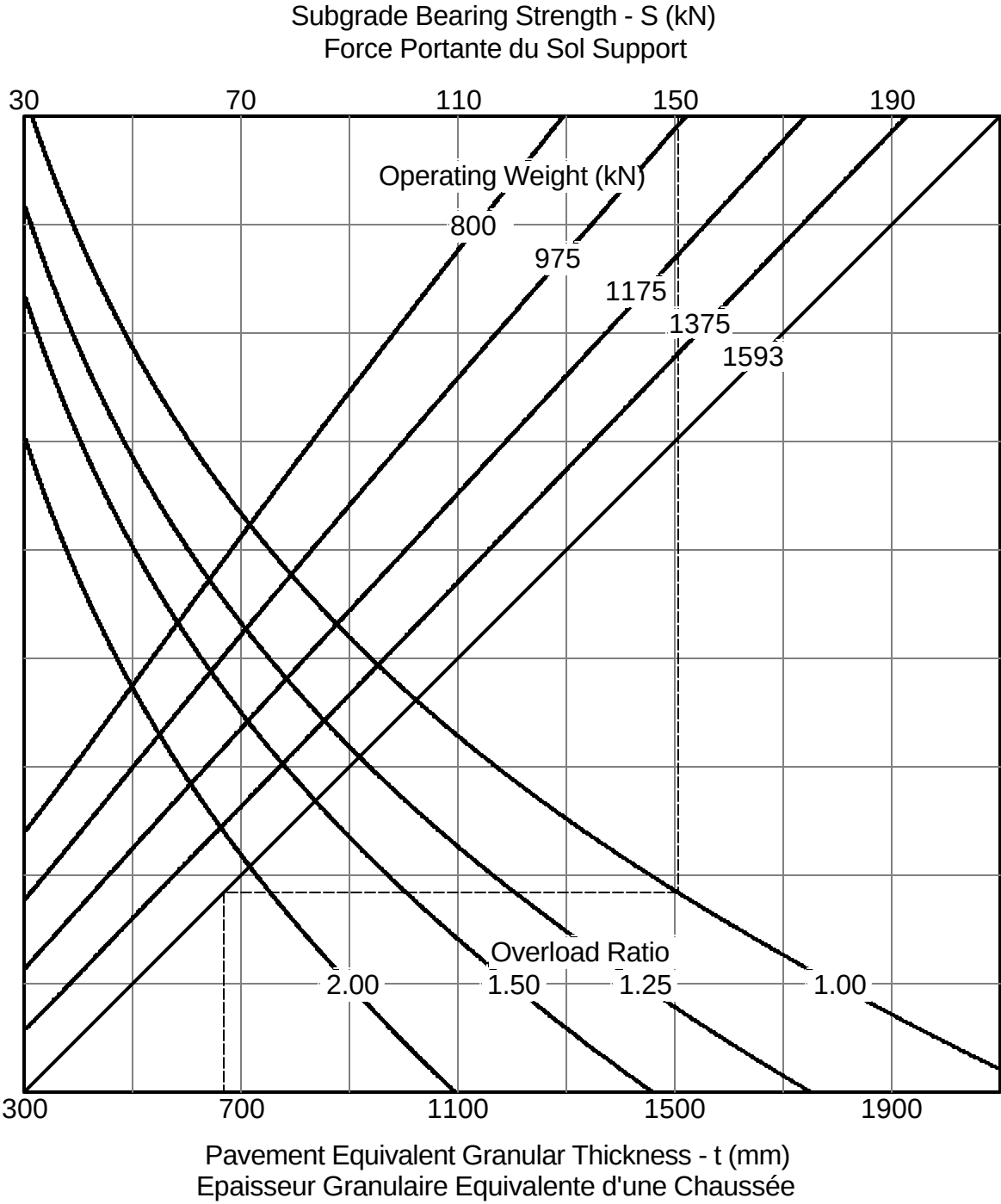
Subgrade Bearing Strength - S (kN)
Force Portante du Sol Support



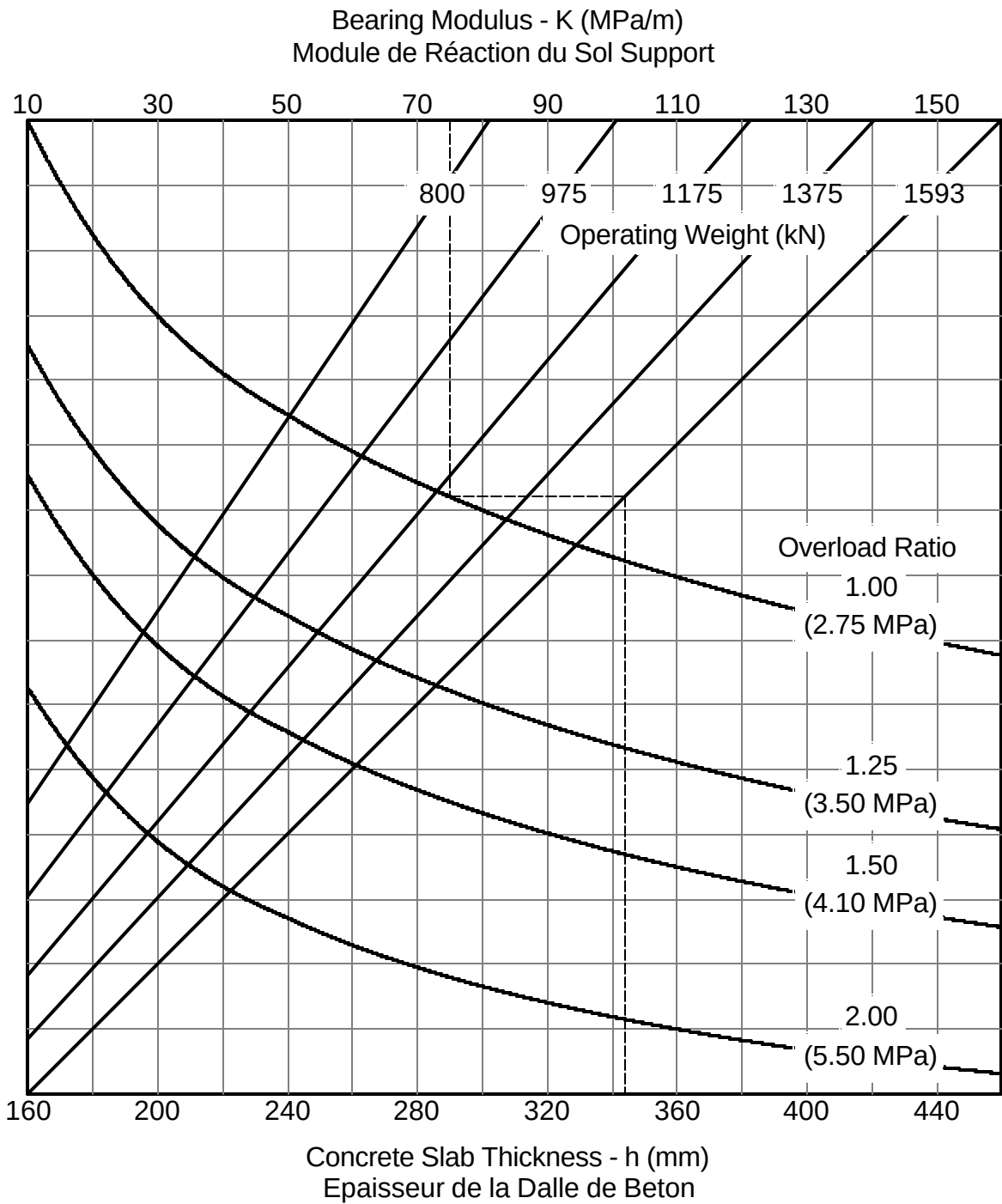
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		DC-8-61F, 63F	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	1397 mm 762 mm	
Tire Pressure (MPa) Pression des Pneus	1.32		



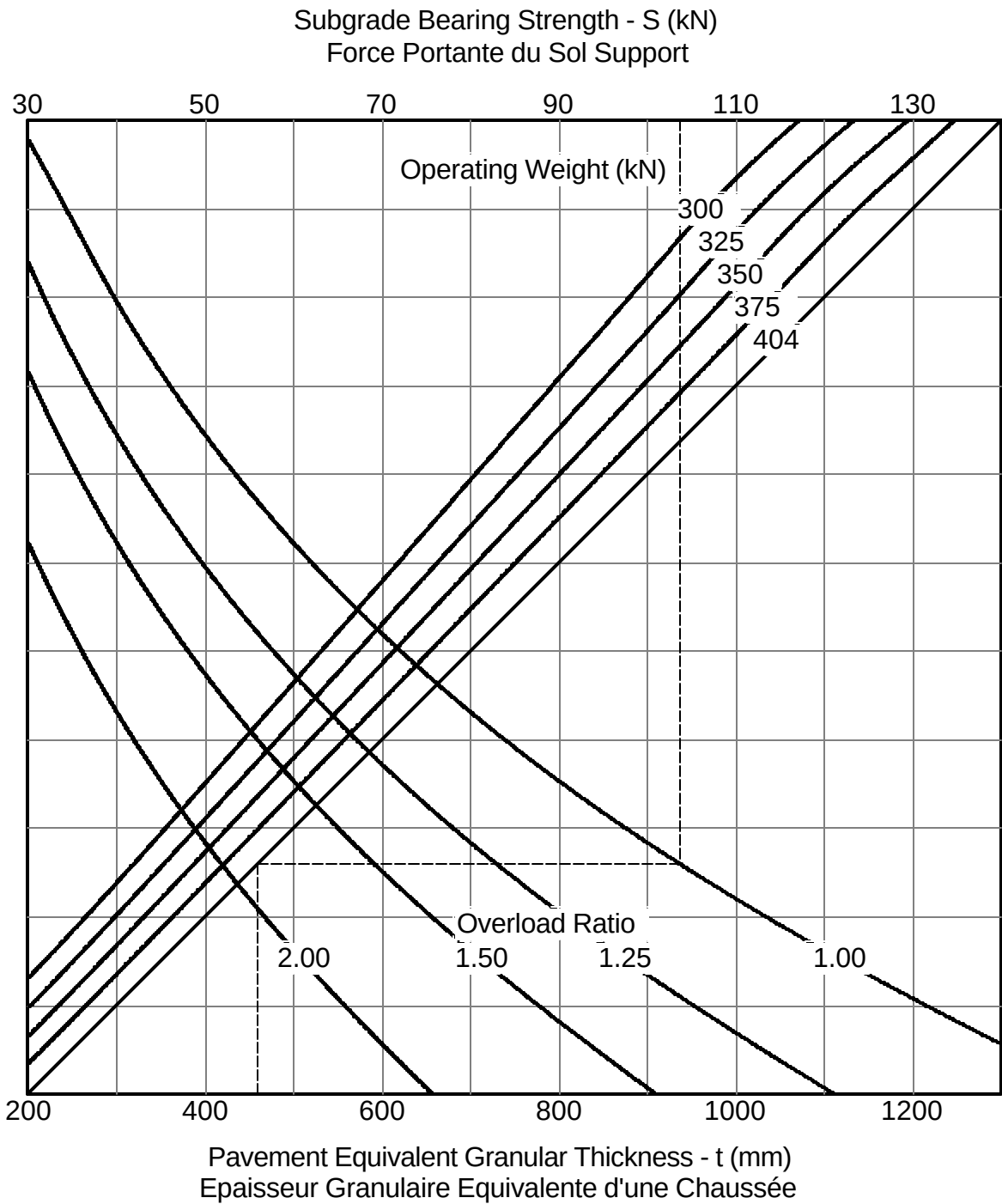
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		DC-8-62, 62F, 63, 72, 73	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	813 mm	1397 mm 
Tire Pressure (MPa) Pression des Pneus	1.35		



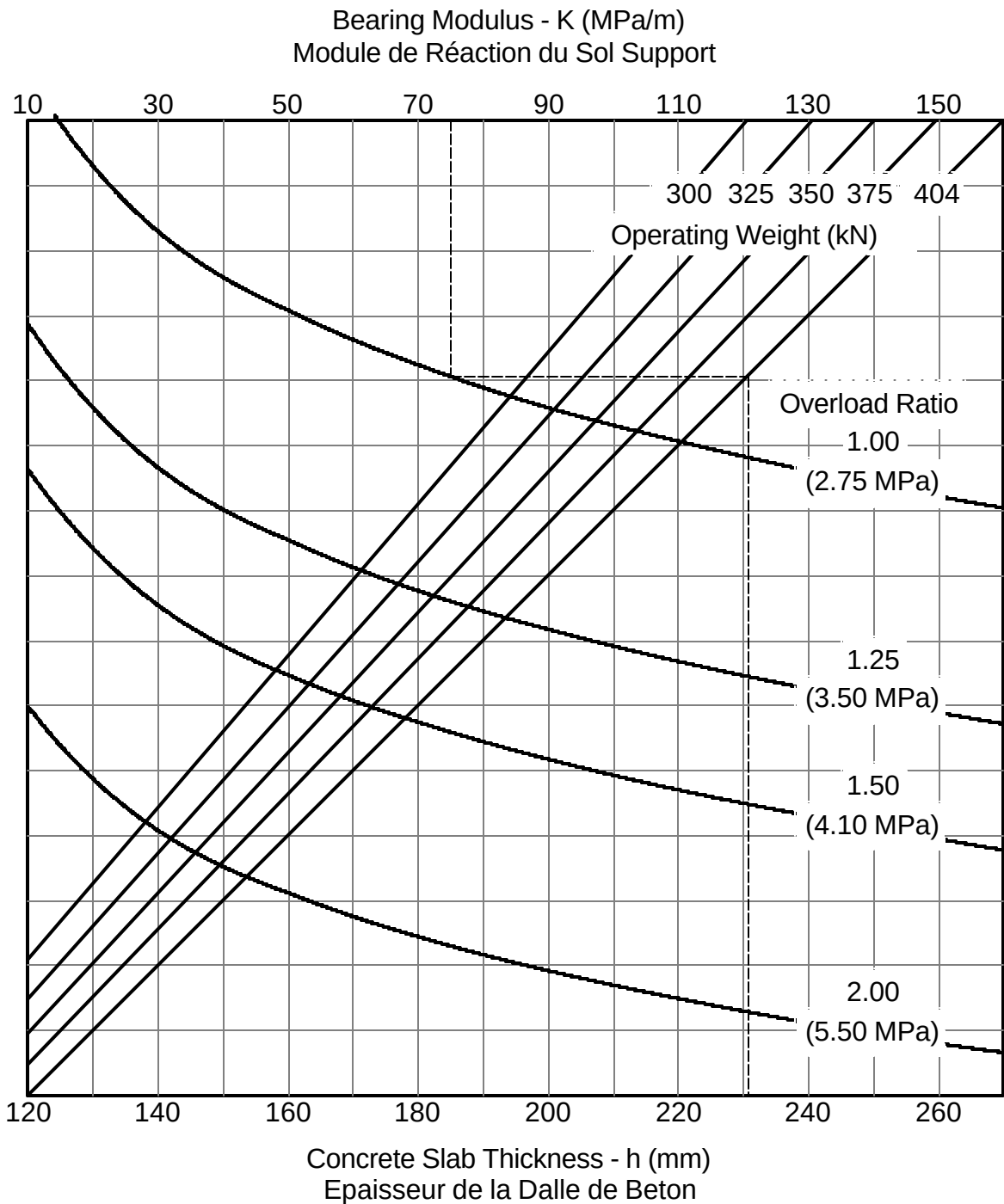
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		DC-8-62, 62F, 63, 72, 73	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	813 mm 1397 mm	
Tire Pressure (MPa) Pression des Pneus	1.35		



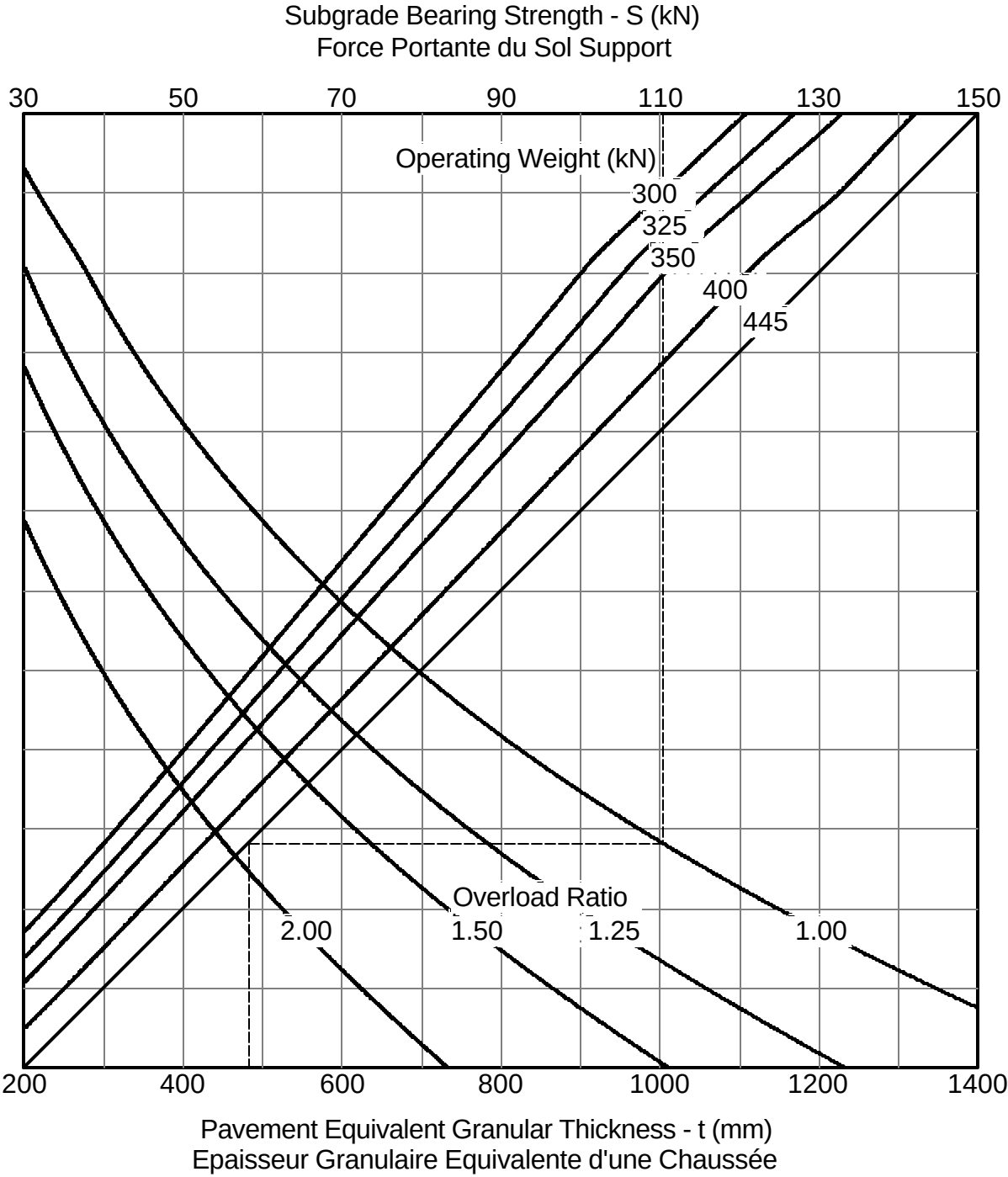
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		DC-9-10, 15	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	610 mm	
Tire Pressure (MPa) Pression des Pneus	0.93		



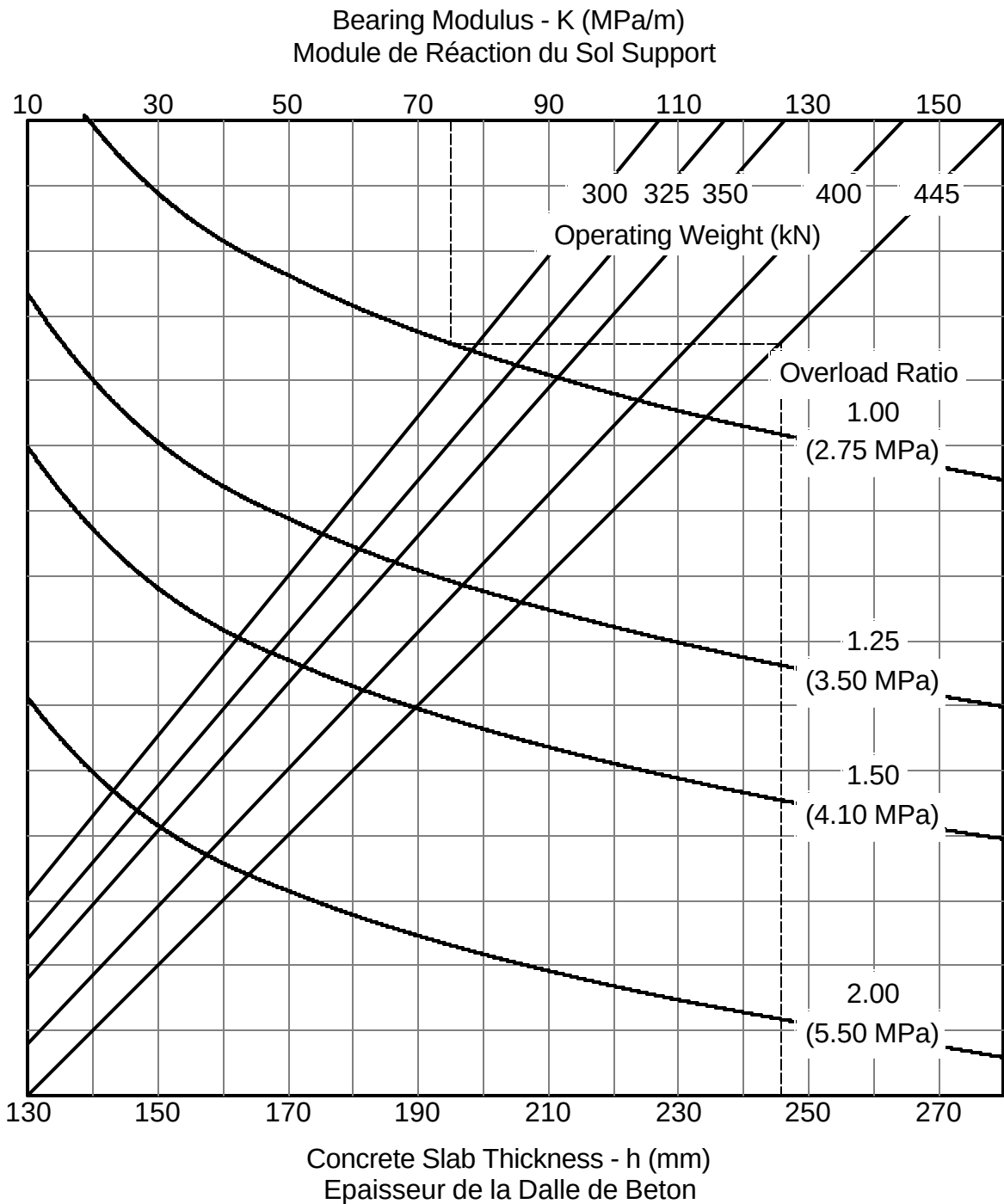
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		DC-9-10, 15	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	610 mm	
Tire Pressure (MPa) Pression des Pneus	0.93		



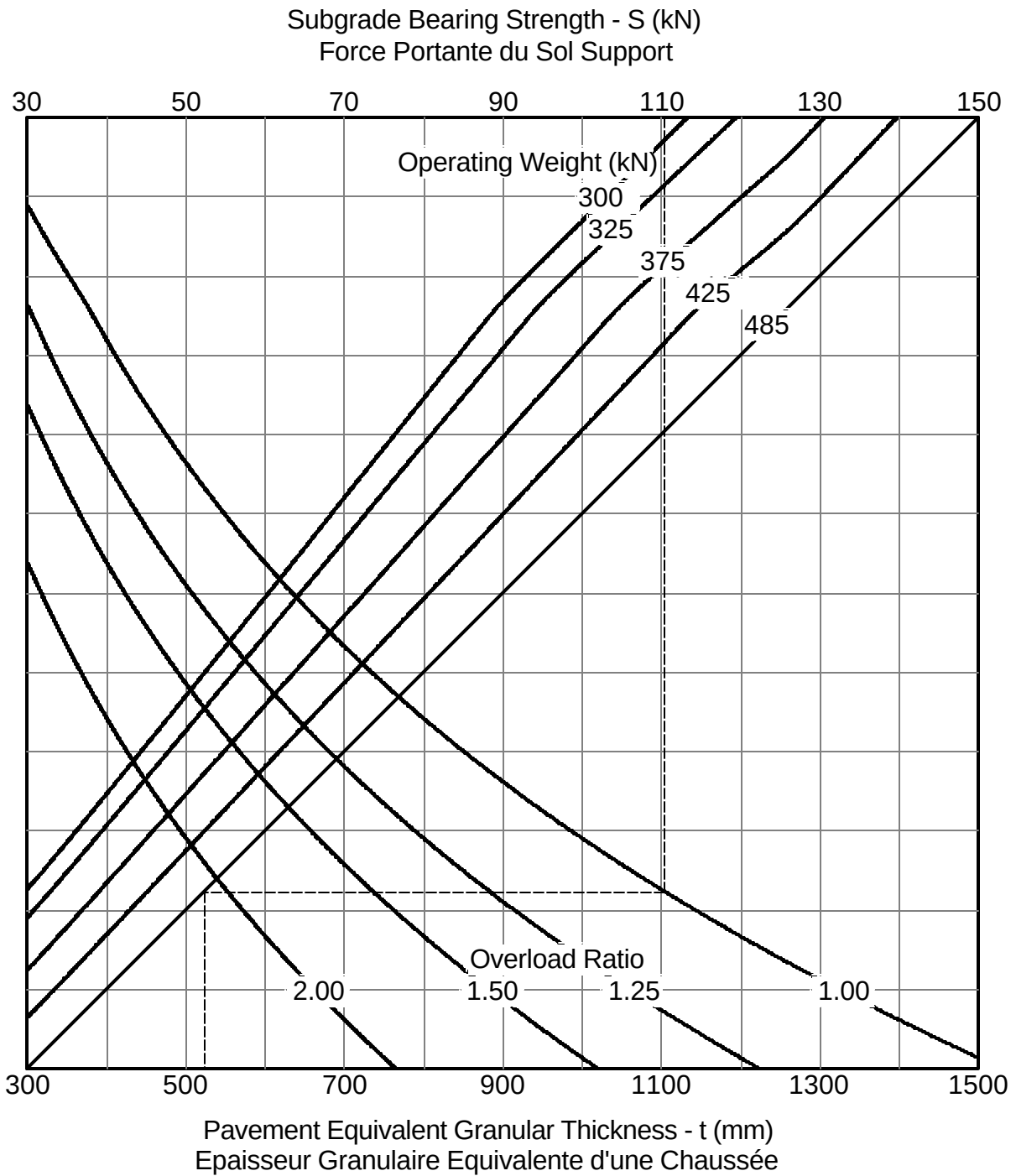
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		DC-9-21	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	610 mm	
Tire Pressure (MPa) Pression des Pneus	1.02		



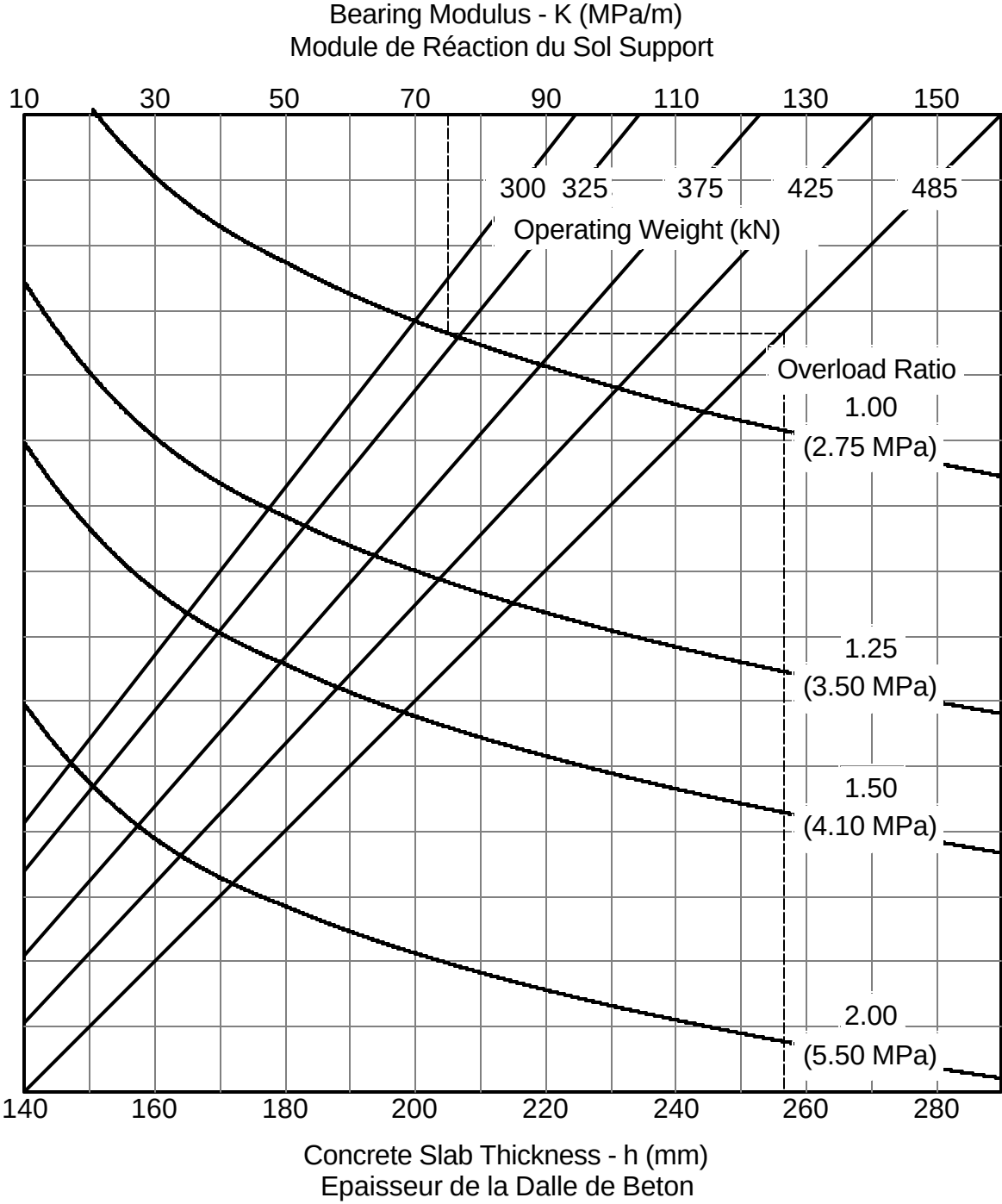
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		DC-9-21	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	610 mm	
Tire Pressure (MPa) Pression des Pneus	1.02		



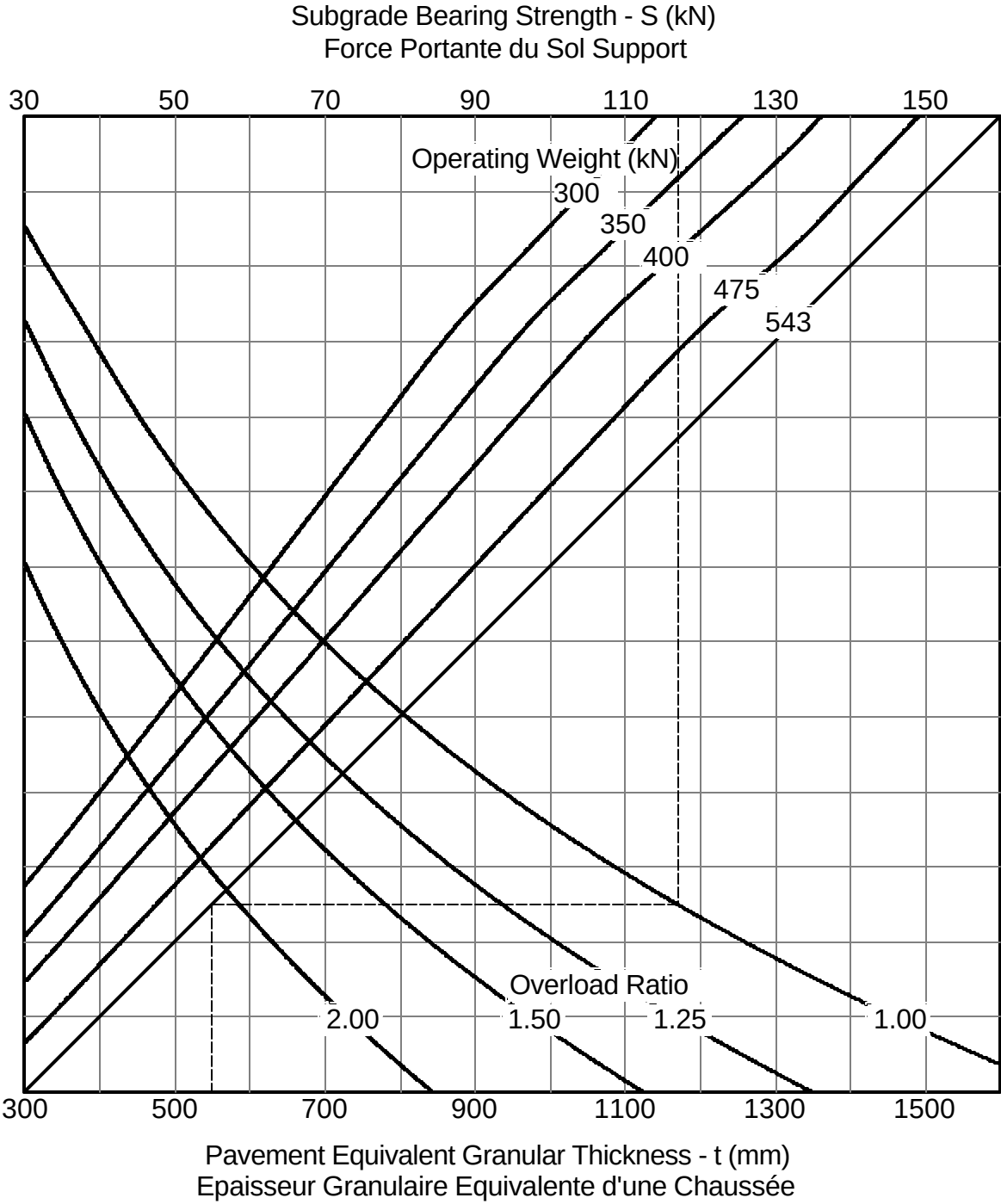
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		DC-9-30, 32	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	635 mm	
Tire Pressure (MPa) Pression des Pneus	1.05		



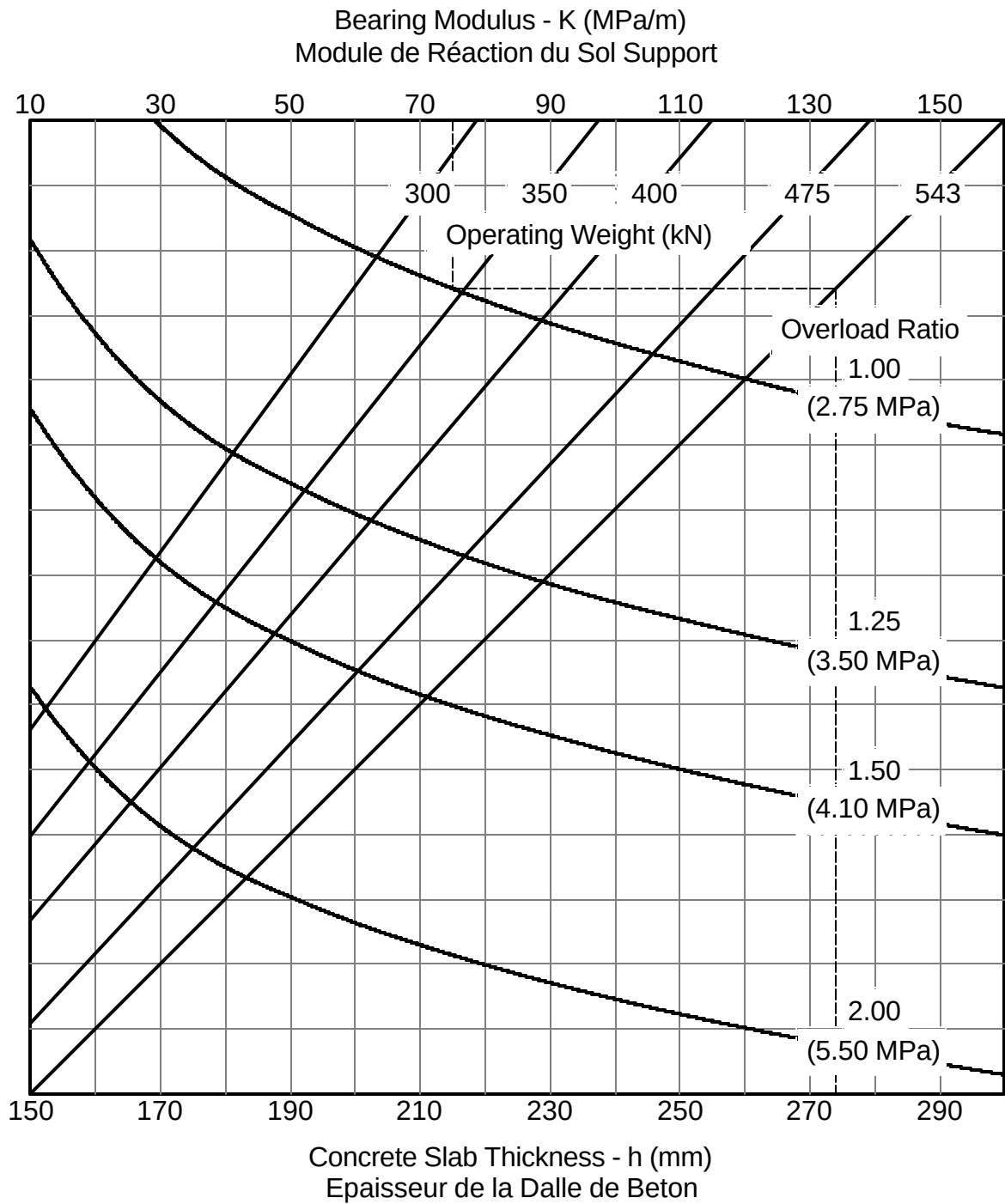
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		DC-9-30, 32	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	635 mm	
Tire Pressure (MPa) Pression des Pneus	1.05		



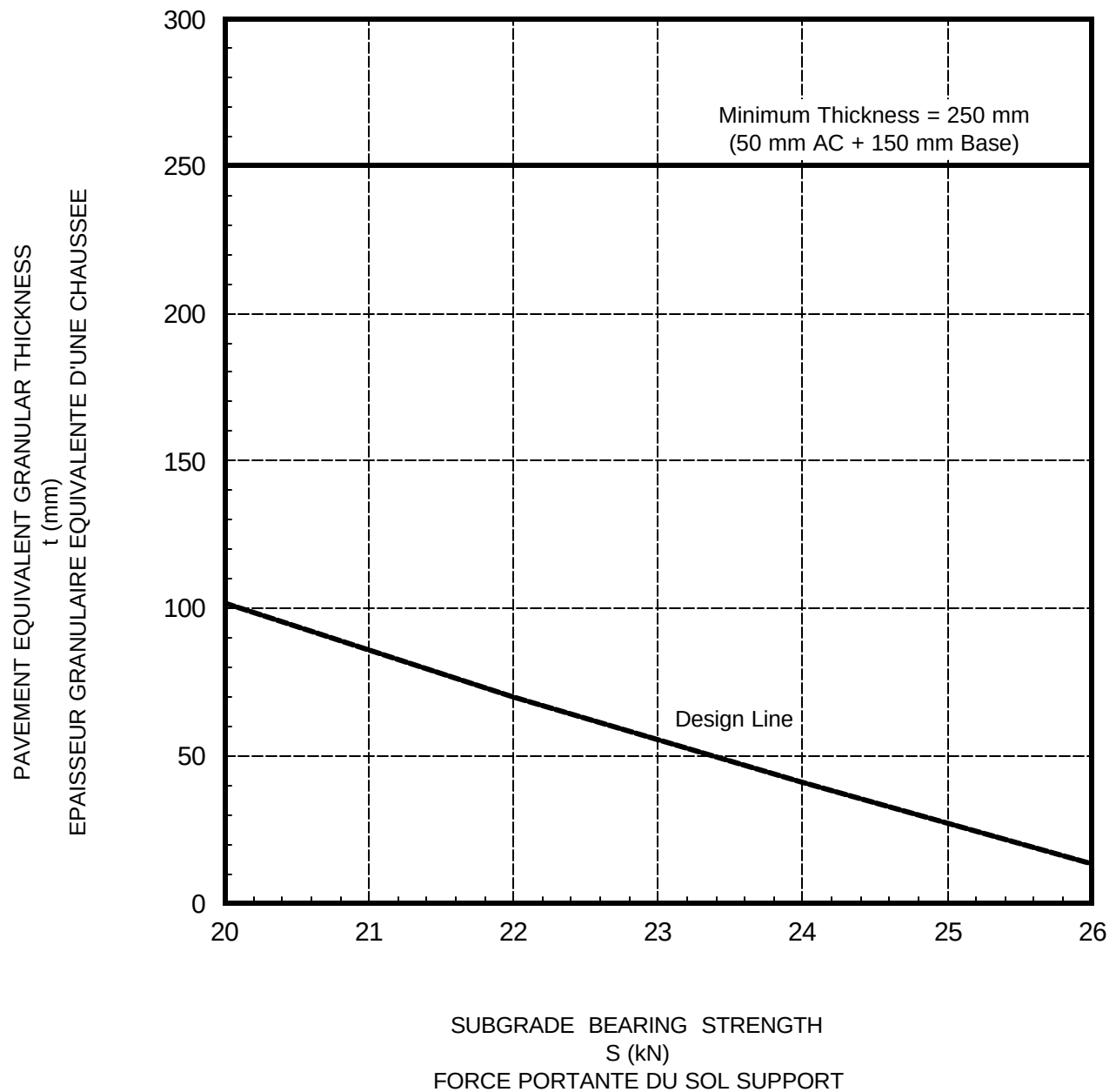
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		DC-9-41, 50, 51	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	660 mm	
Tire Pressure (MPa) Pression des Pneus	1.17		



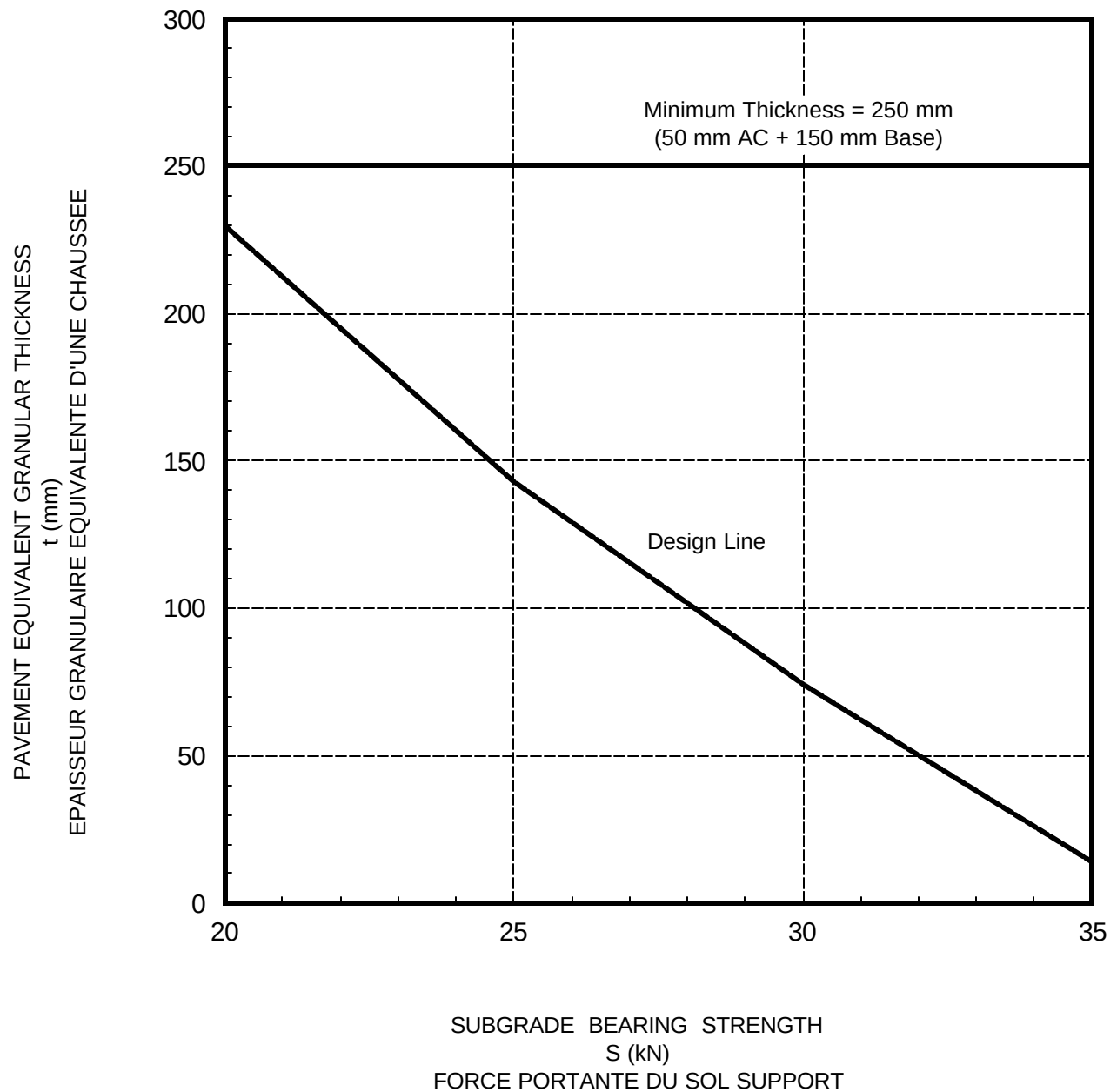
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		DC-9-41, 50, 51	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	660 mm	
Tire Pressure (MPa) Pression des Pneus	1.17		



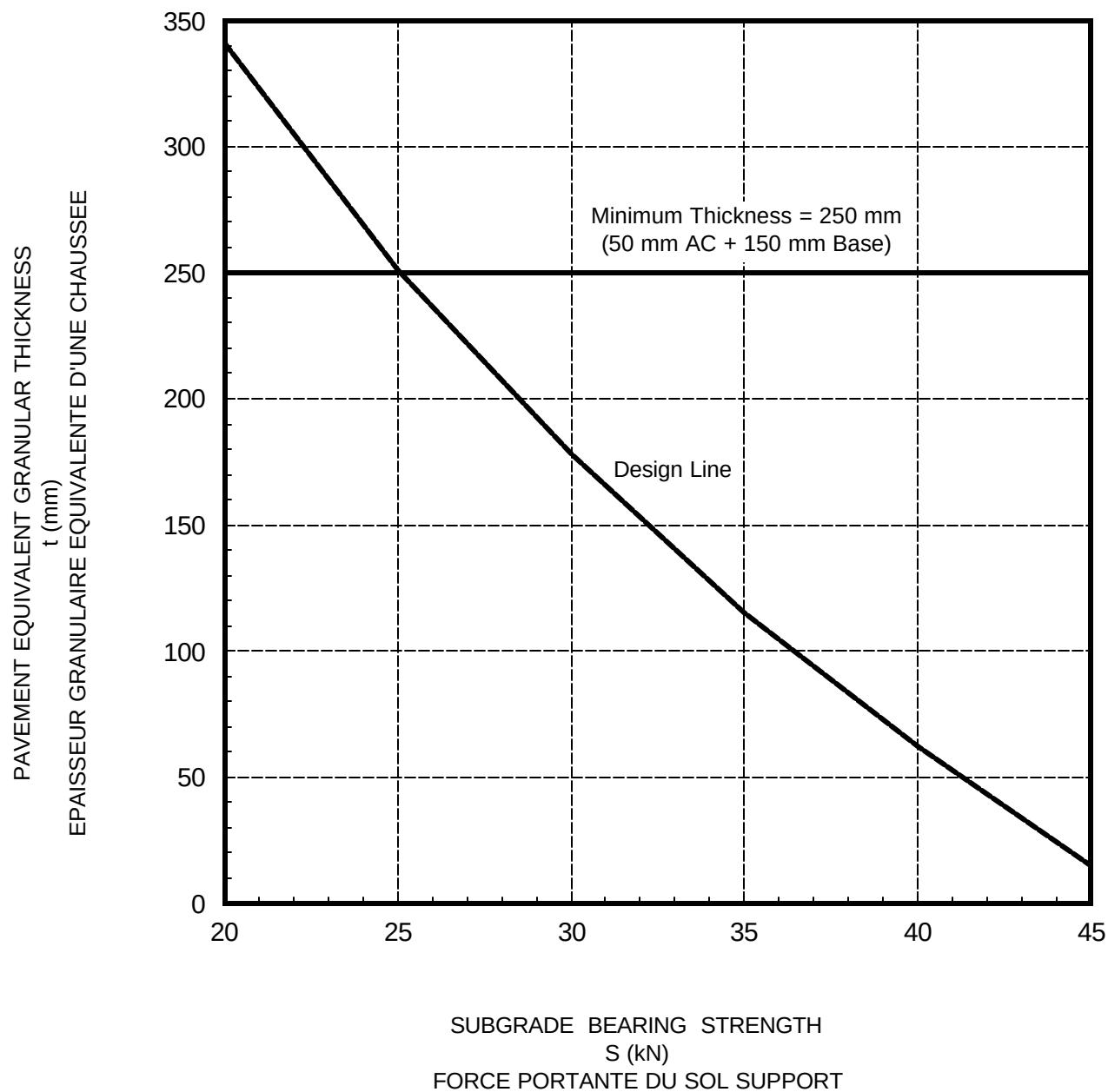
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussee Flexible		DHC1 Chipmunk
Operating Weight (kN) Poids d'Operation	10	
% Load on One Main Gear % Poids sur Atterrisseur Principal	47.5	
Tire Pressure (MPa) Pression des Pneus	0.21	

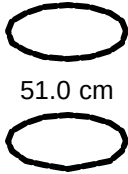


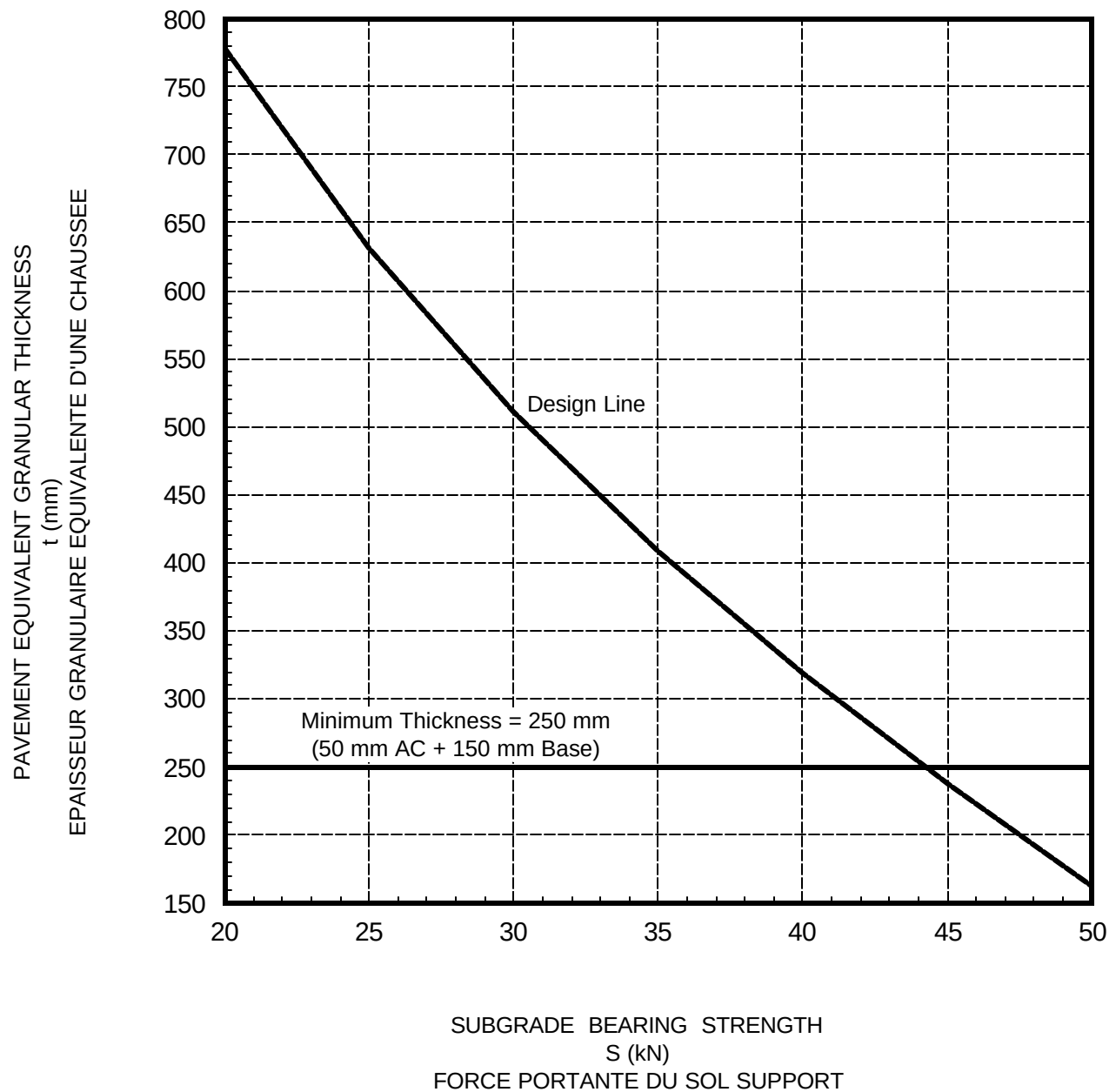
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		DHC2 Beaver
Operating Weight (kN) Poids d'Operation	25	
% Load on One Main Gear % Poids sur Atterrisseur Principal	47.5	
Tire Pressure (MPa) Pression des Pneus	0.17	



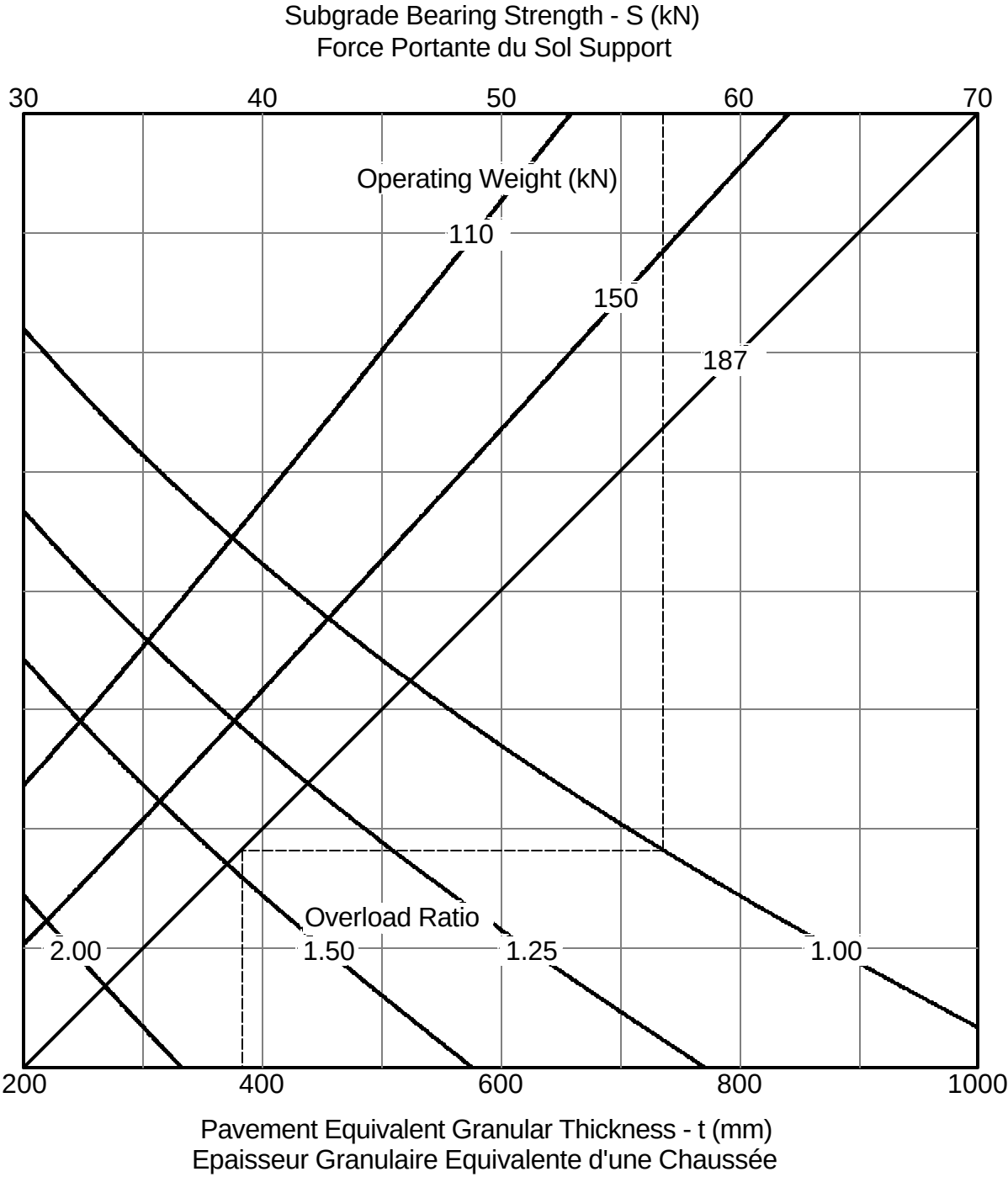
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussee Flexible		DHC3 Otter
Operating Weight (kN) Poids d'Operation	36	
% Load on One Main Gear % Poids sur Atterrisseur Principal	47.5	
Tire Pressure (MPa) Pression des Pneus	0.20	



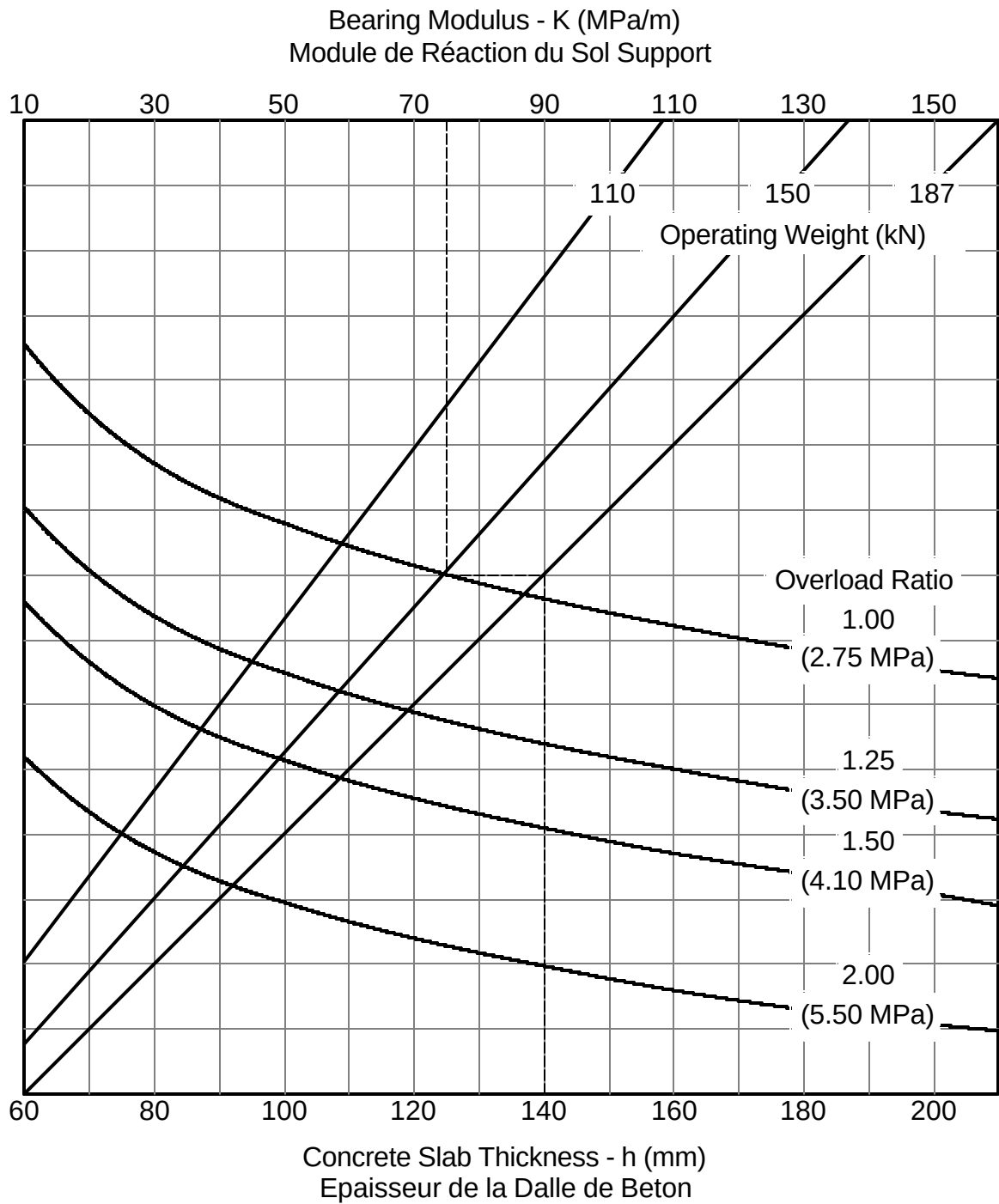
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussee Flexible		DHC4 Caribou
Operating Weight (kN) Poids d'Operation	130	
% Load on One Main Gear % Poids sur Atterrisseur Principal	43.0	
Tire Pressure (MPa) Pression des Pneus	0.28	



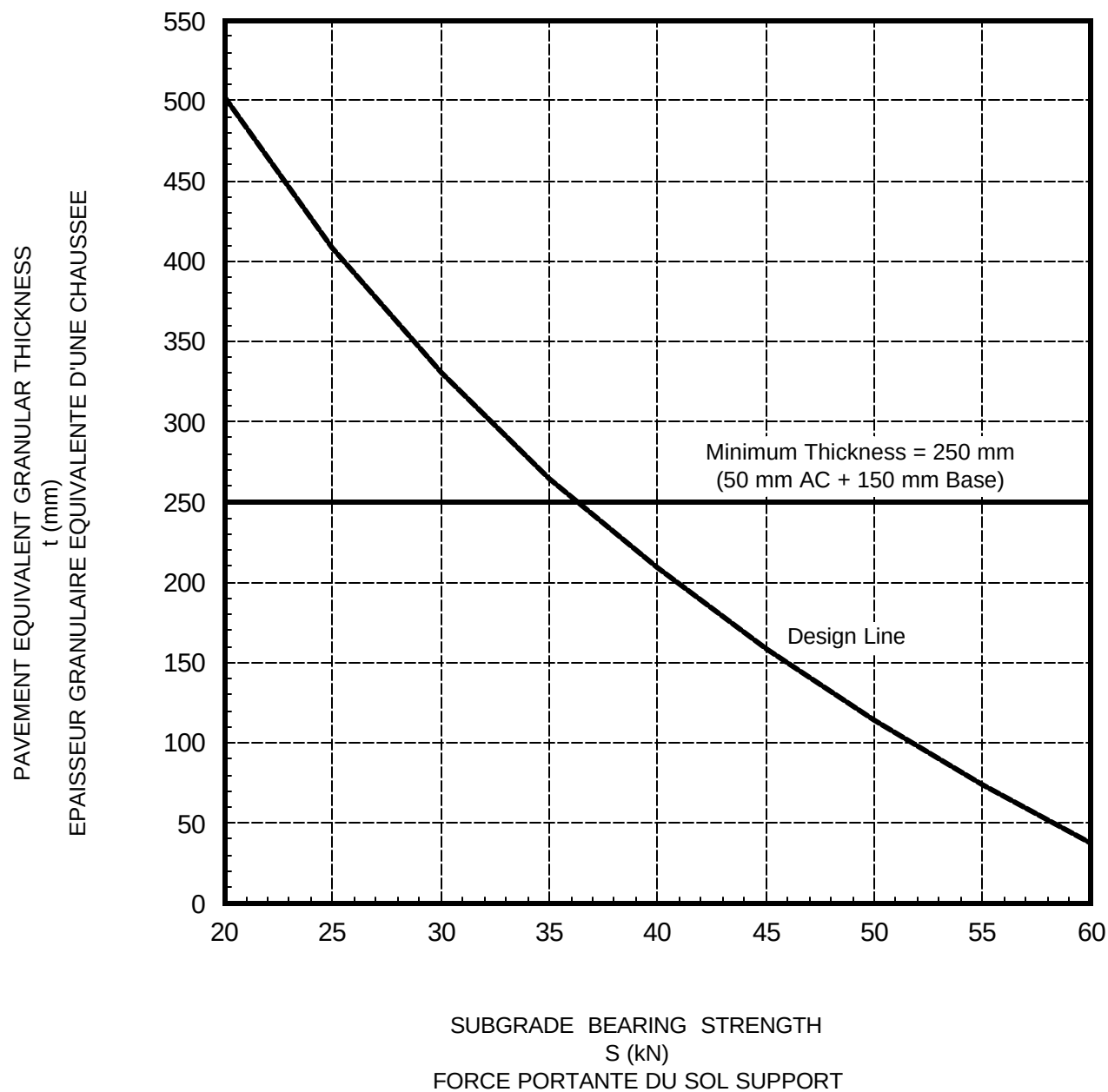
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		DHC5 Buffalo	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	510 mm	
Tire Pressure (MPa) Pression des Pneus	0.41		



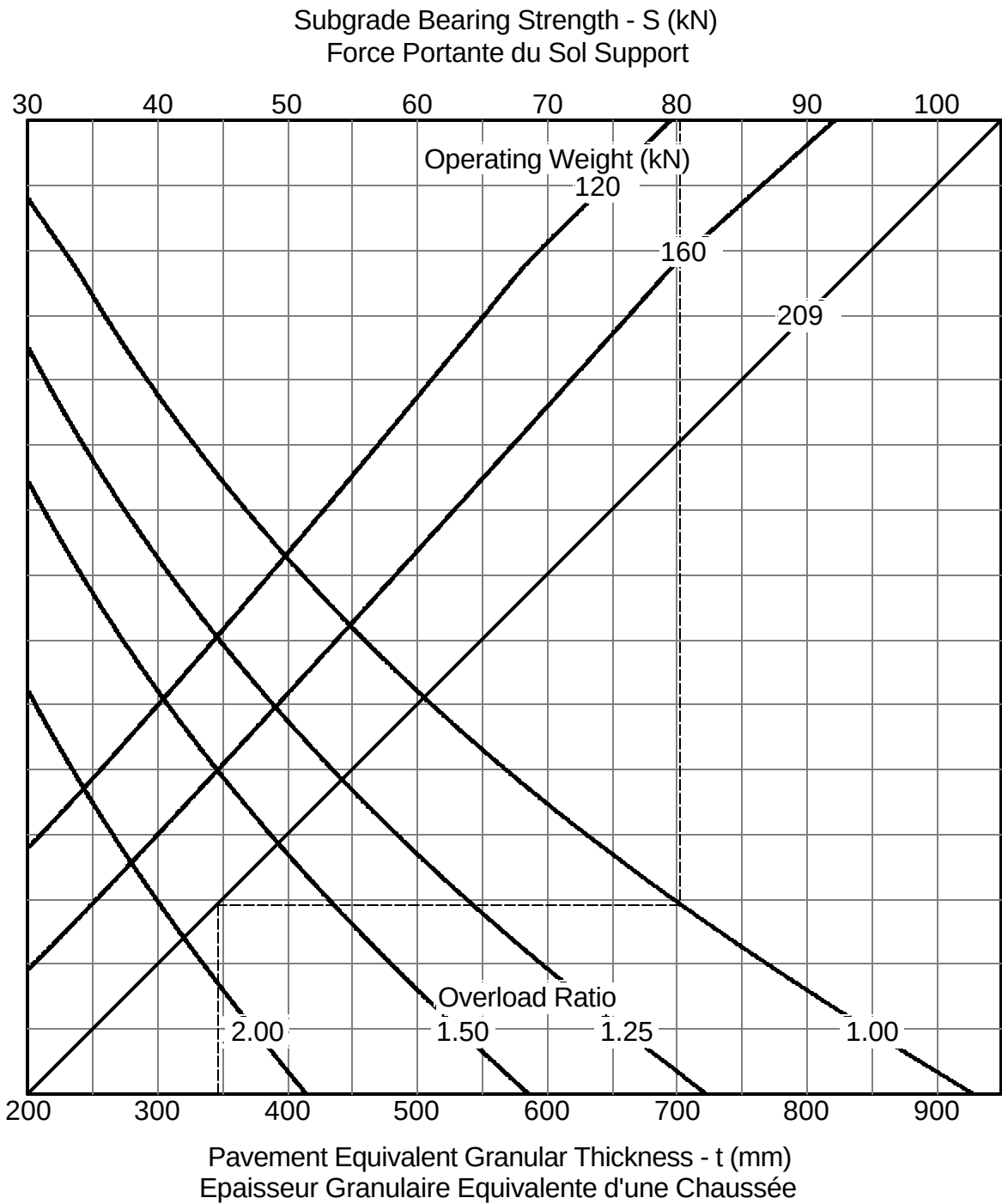
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		DHC5 Buffalo	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	510 mm	
Tire Pressure (MPa) Pression des Pneus	0.41		



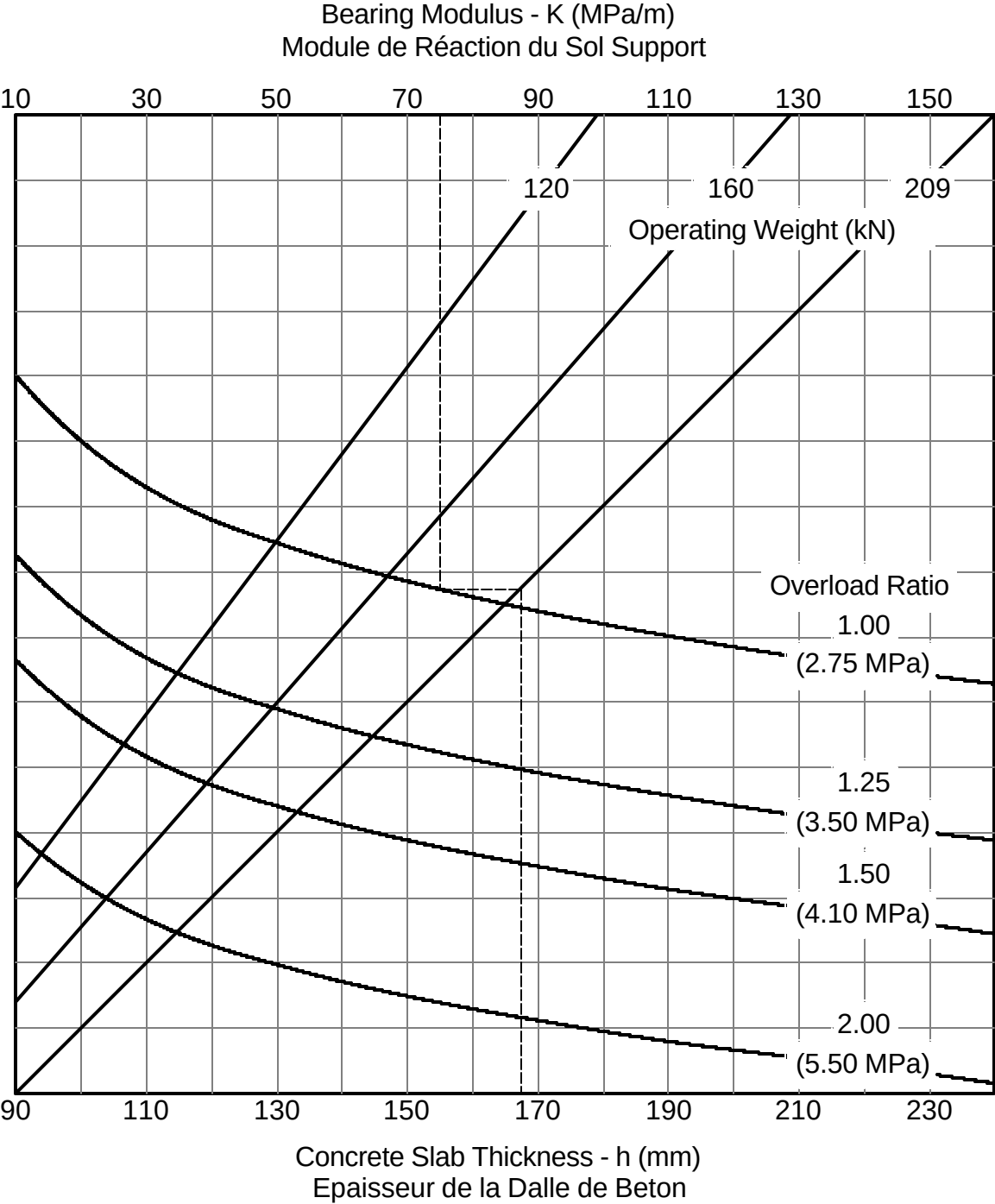
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussee Flexible		DHC6 Twin Otter Srs 300
Operating Weight (kN) Poids d'Operation	56	
% Load on One Main Gear % Poids sur Atterrisseur Principal	47.5	
Tire Pressure (MPa) Pression des Pneus	0.26	



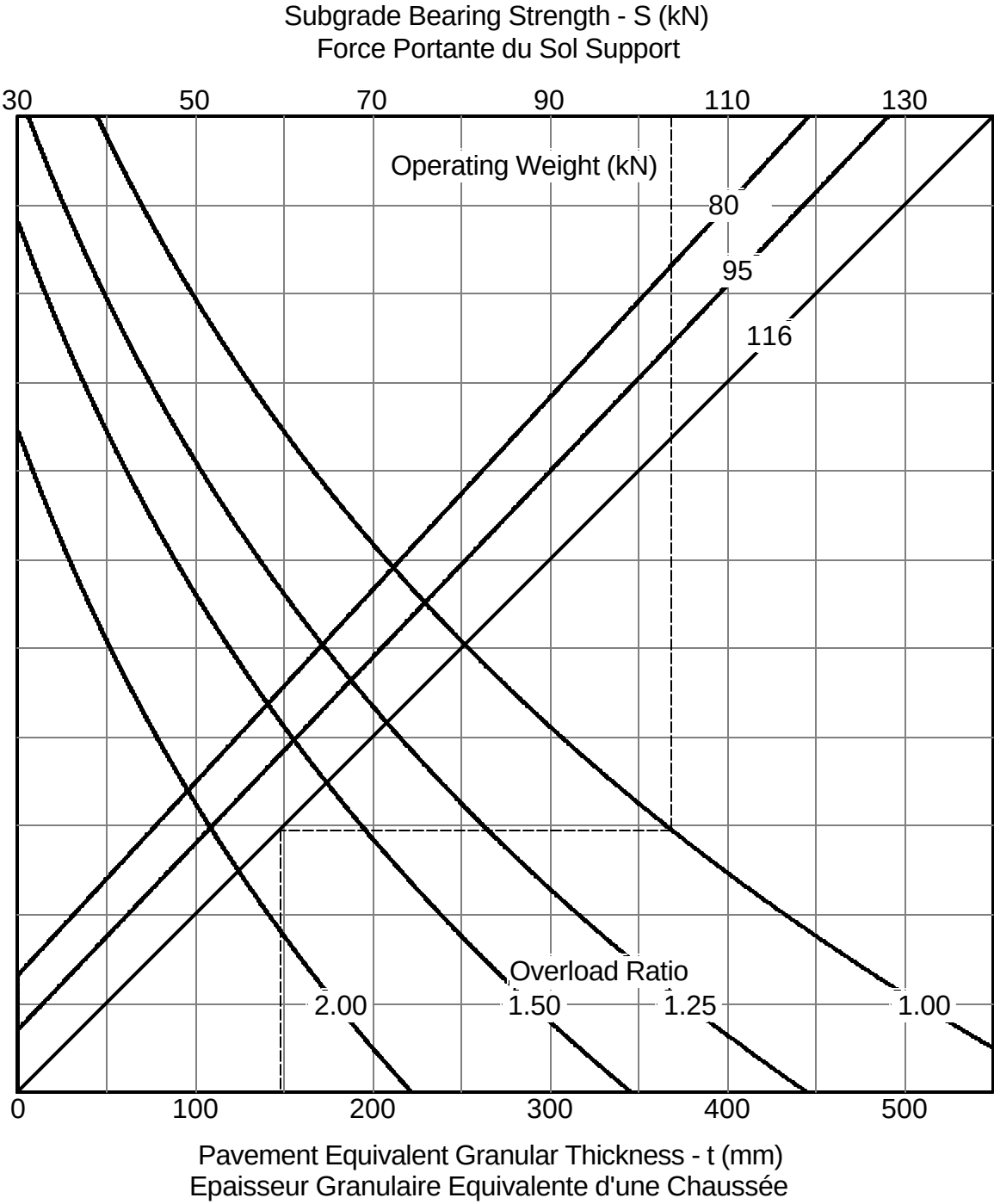
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		DHC7 Dash 7	
% Load on Main Gear % Poids sur Atterrisseur Principal	46.8	420 mm	
Tire Pressure (MPa) Pression des Pneus	0.74		



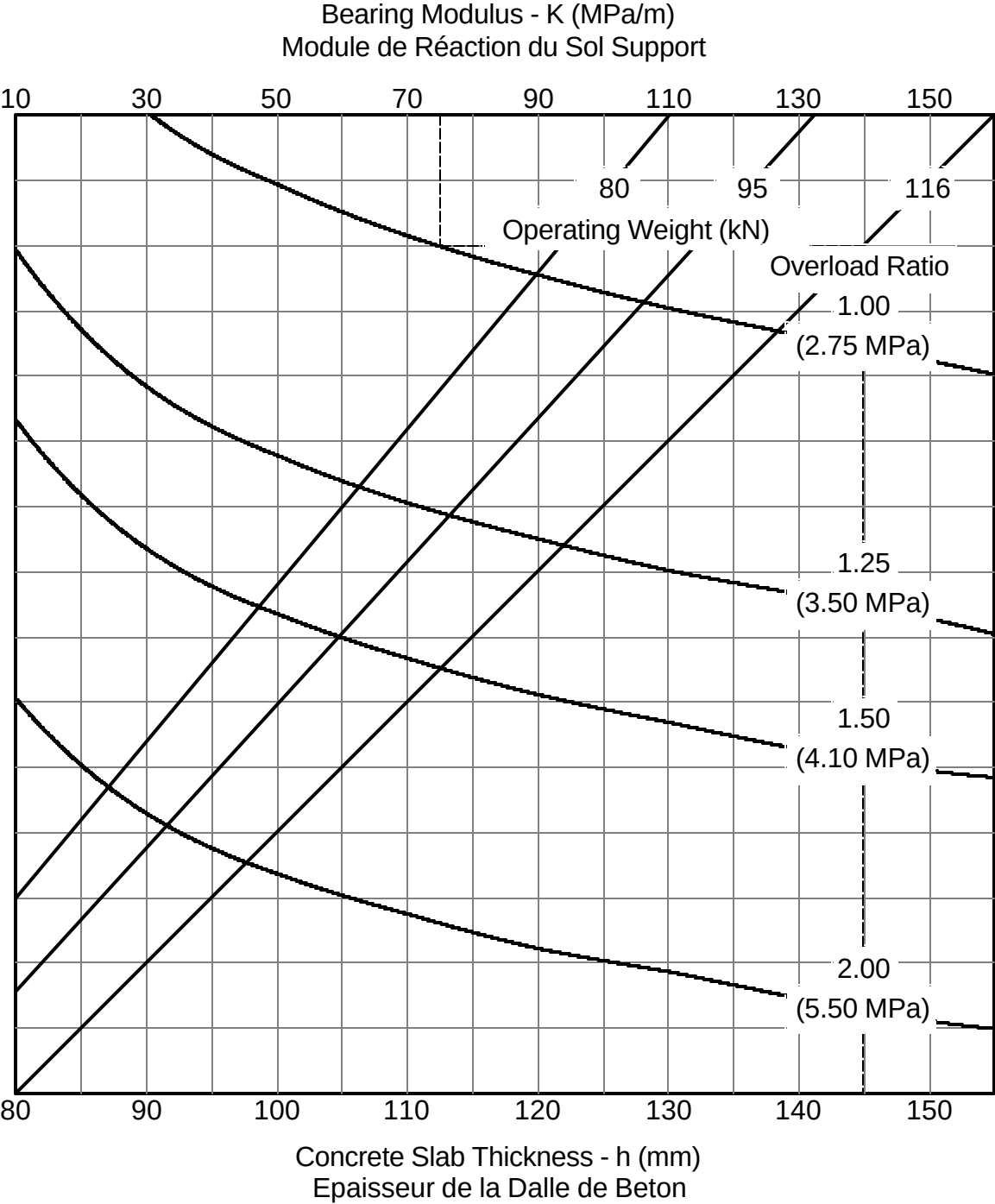
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		DHC7 Dash 7	
% Load on Main Gear % Poids sur Atterrisseur Principal	46.8	420 mm	
Tire Pressure (MPa) Pression des Pneus	0.74		



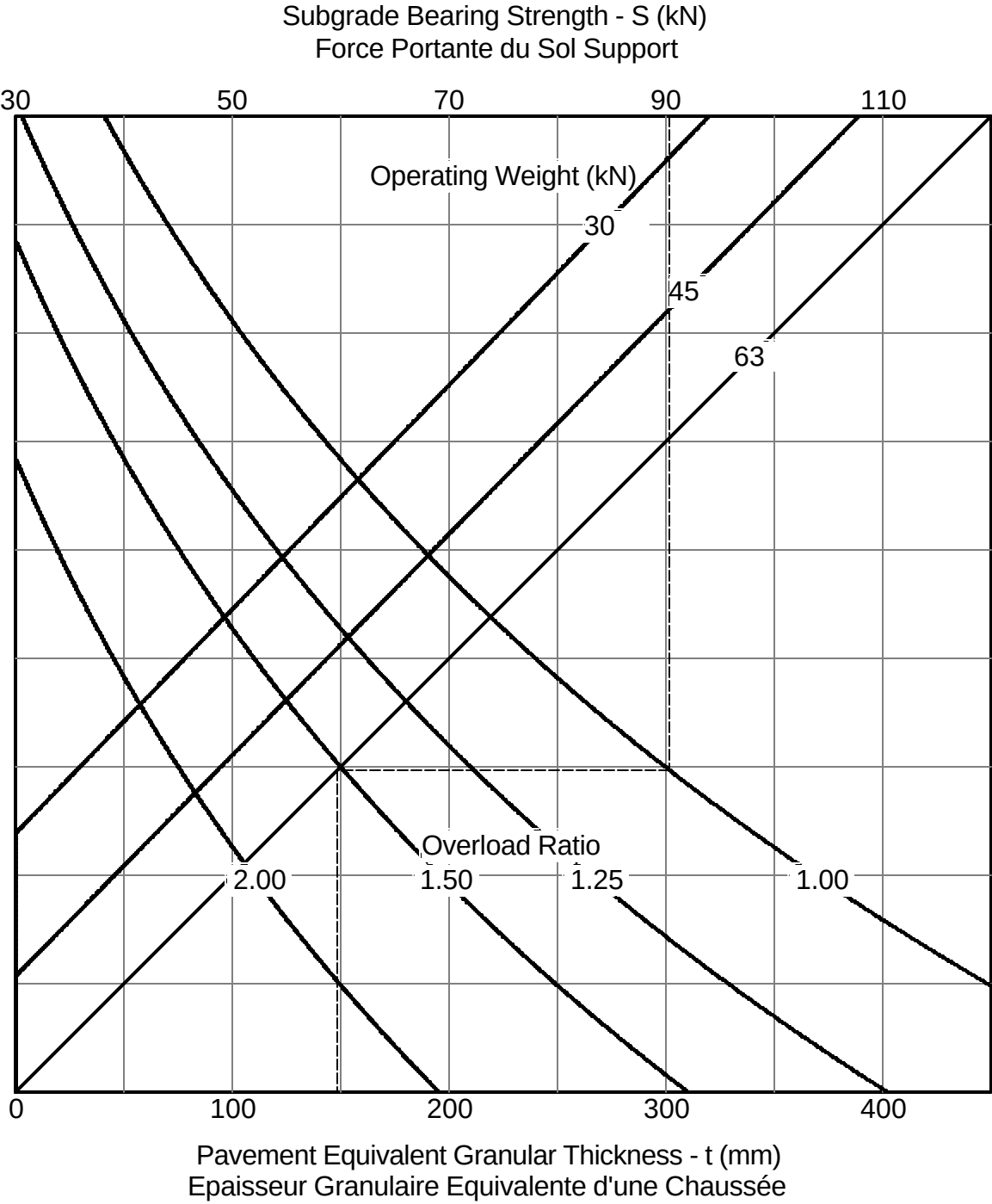
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		DHS-2 Conair Firecat
% Load on Main Gear % Poids sur Atterrisseur Principal	48.8	
Tire Pressure (MPa) Pression des Pneus	0.62	



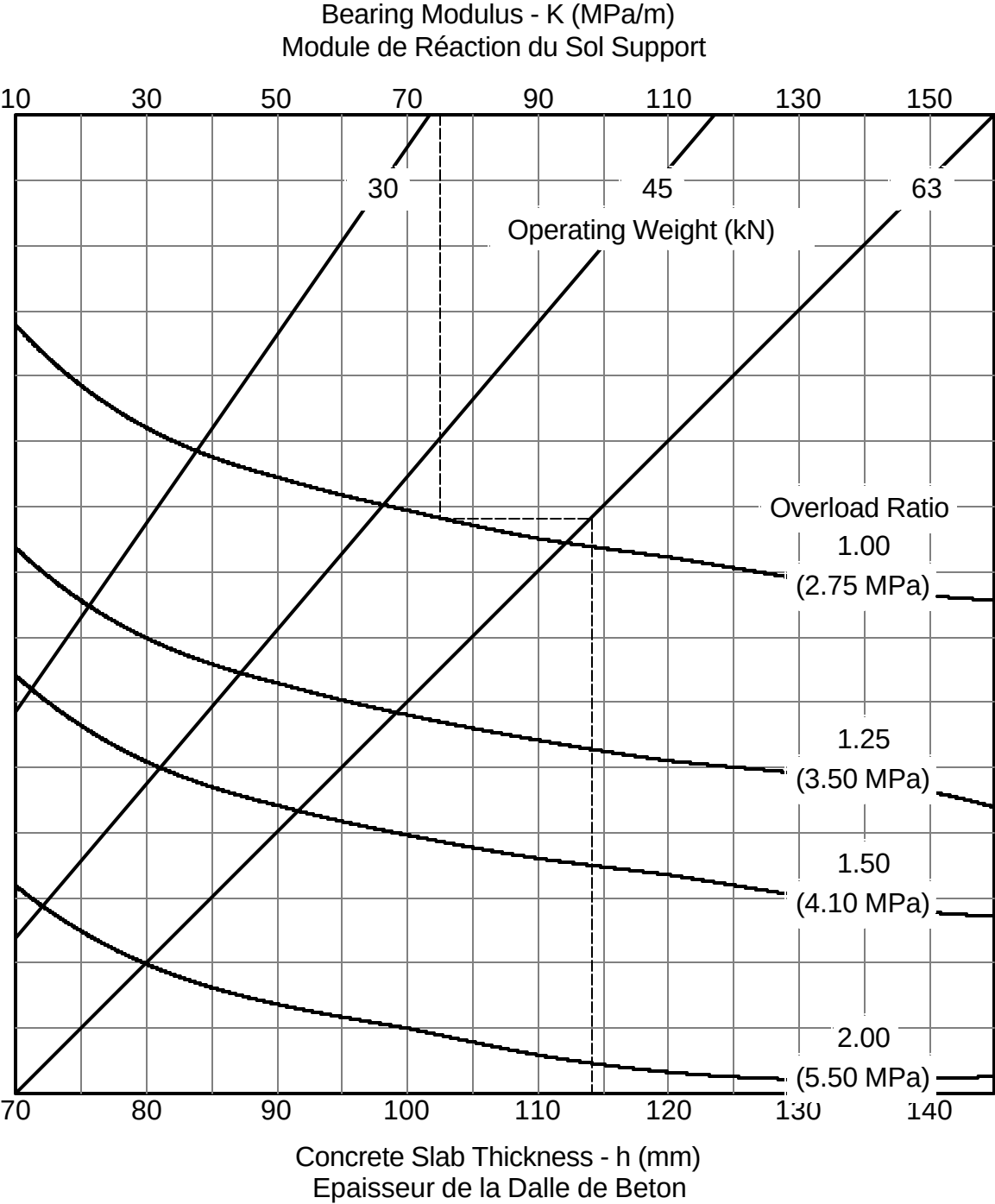
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		DHS-2 Conair Firecat
% Load on Main Gear % Poids sur Atterrisseur Principal	48.8	
Tire Pressure (MPa) Pression des Pneus	0.62	



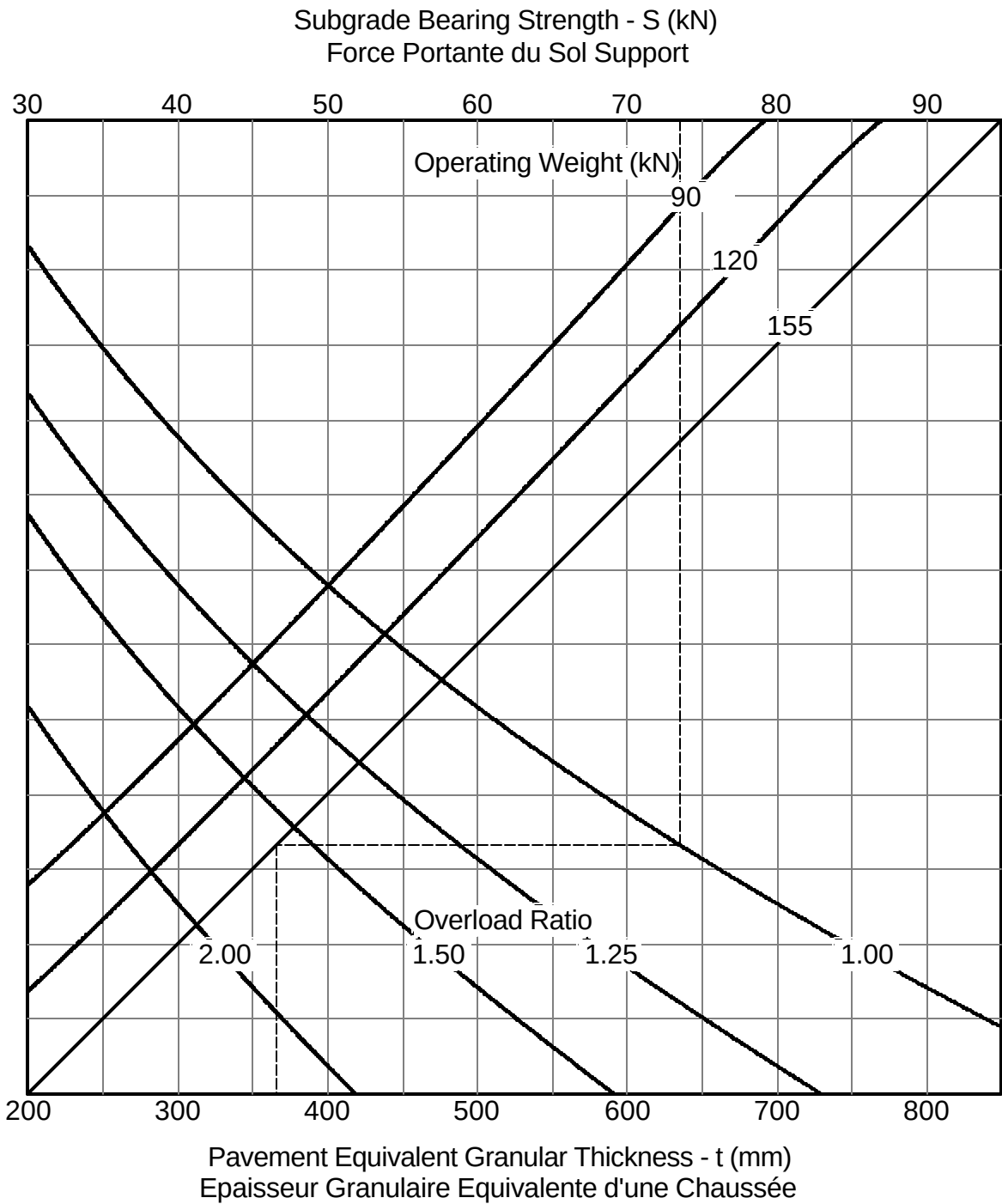
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		Dornier 228 Series
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	
Tire Pressure (MPa) Pression des Pneus	0.90	



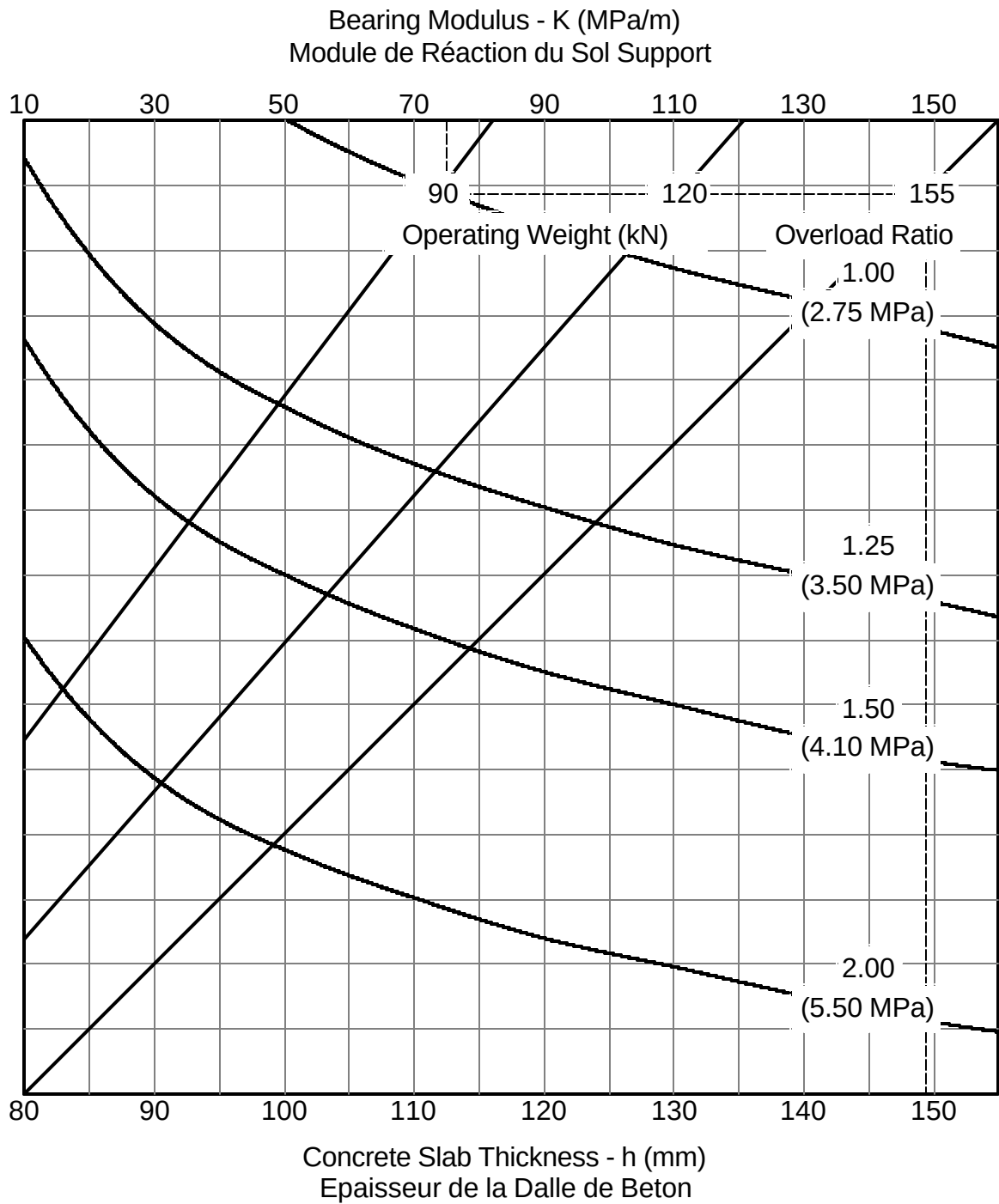
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		Dornier 228 Series	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5		
Tire Pressure (MPa) Pression des Pneus	0.90		



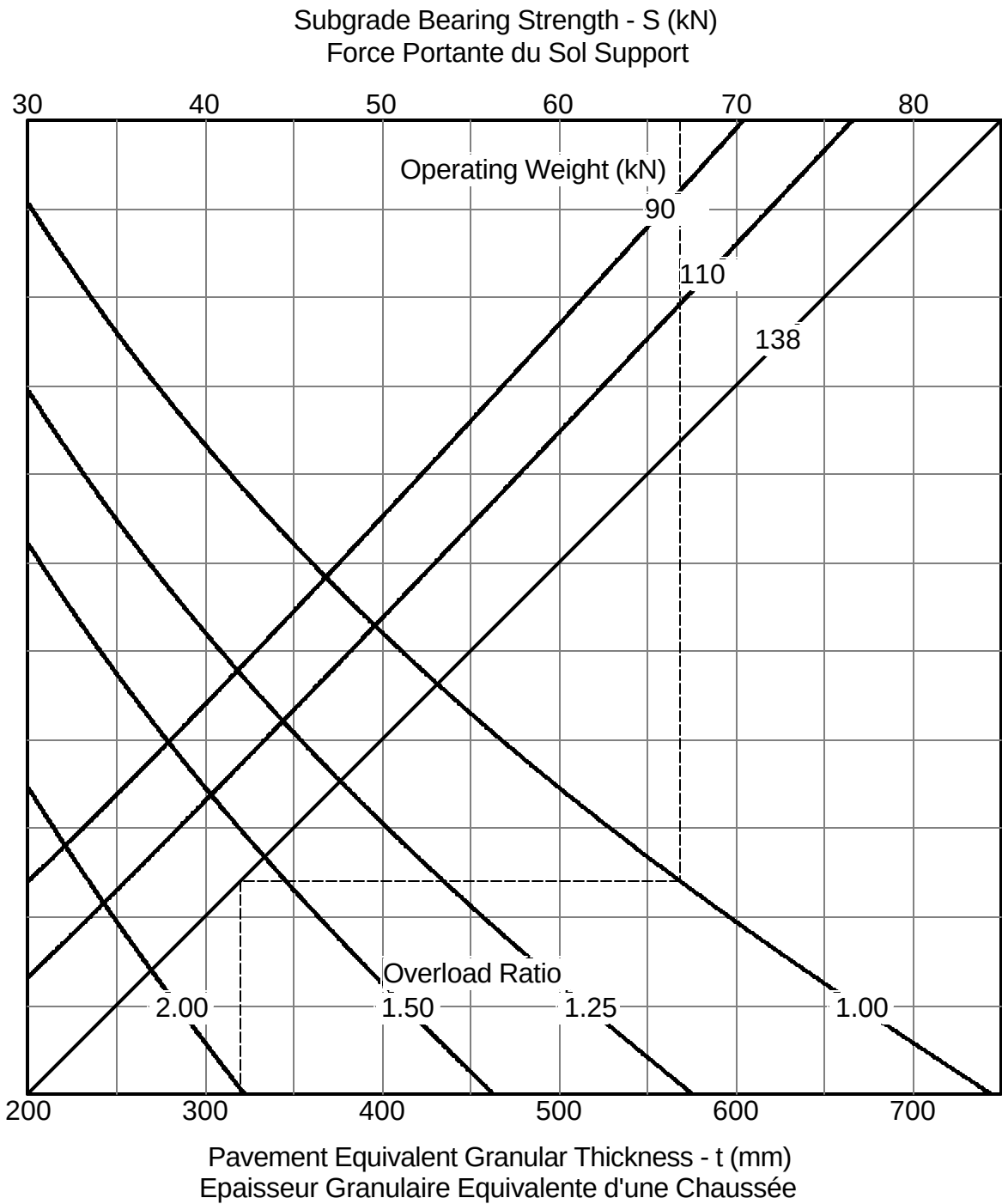
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		Dornier 328 Jet	
% Load on Main Gear % Poids sur Atterrisseur Principal	46.4	410 mm	
Tire Pressure (MPa) Pression des Pneus	1.13		



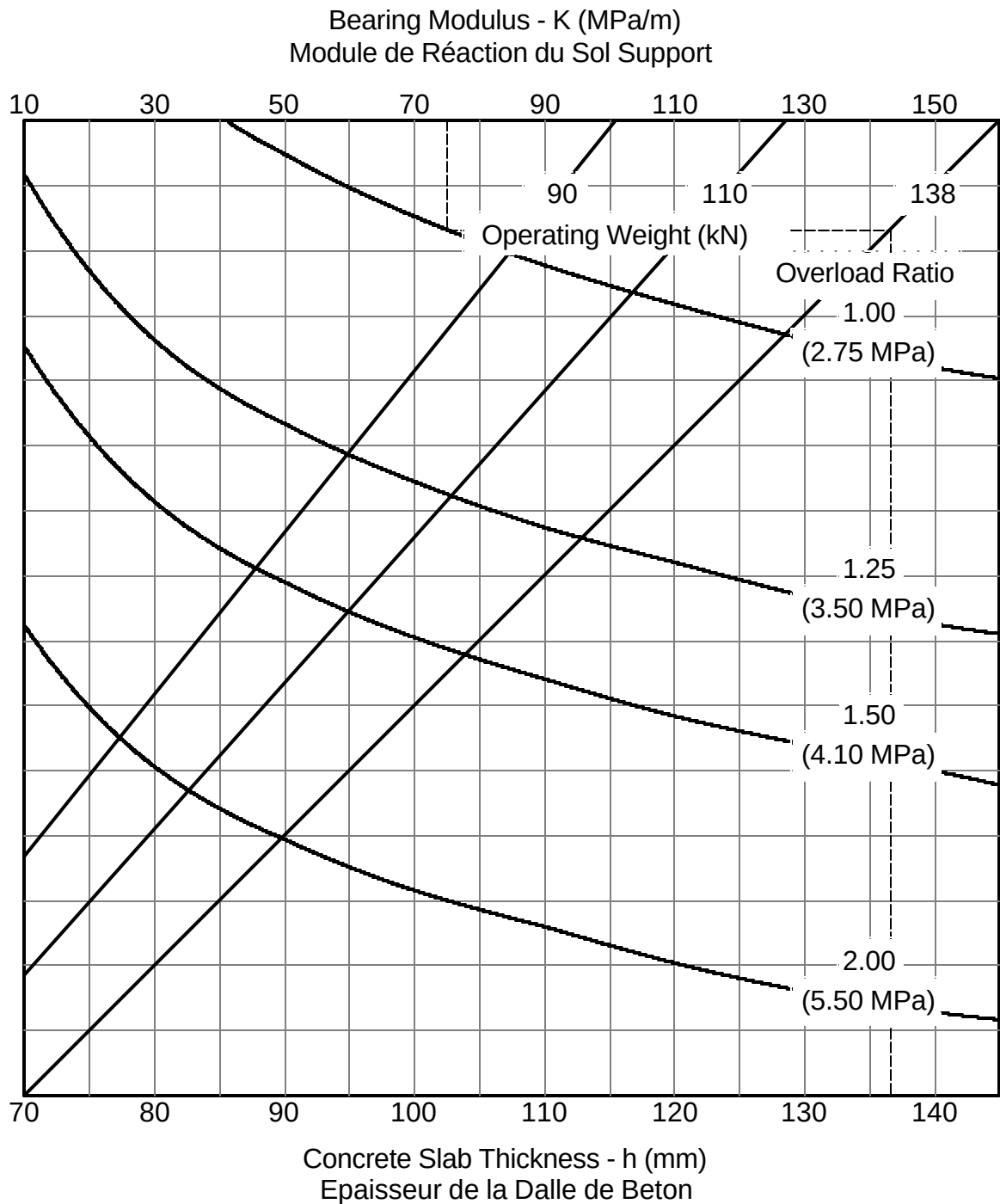
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		Dornier 328 Jet	
% Load on Main Gear % Poids sur Atterrisseur Principal	46.4	410 mm	
Tire Pressure (MPa) Pression des Pneus	1.13		



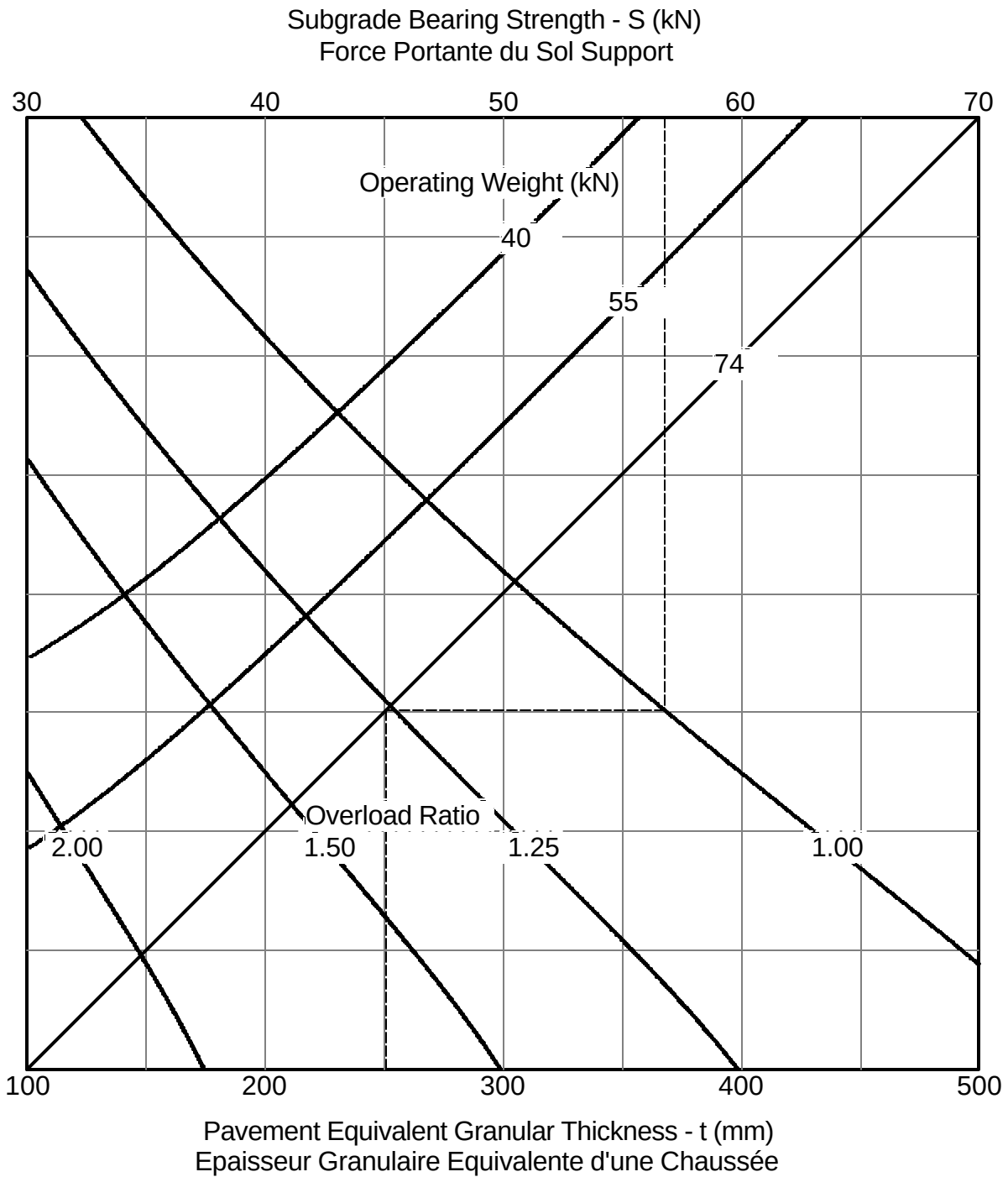
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		Dornier 328-110 (Turboprop)	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	410 mm	
Tire Pressure (MPa) Pression des Pneus	0.80		



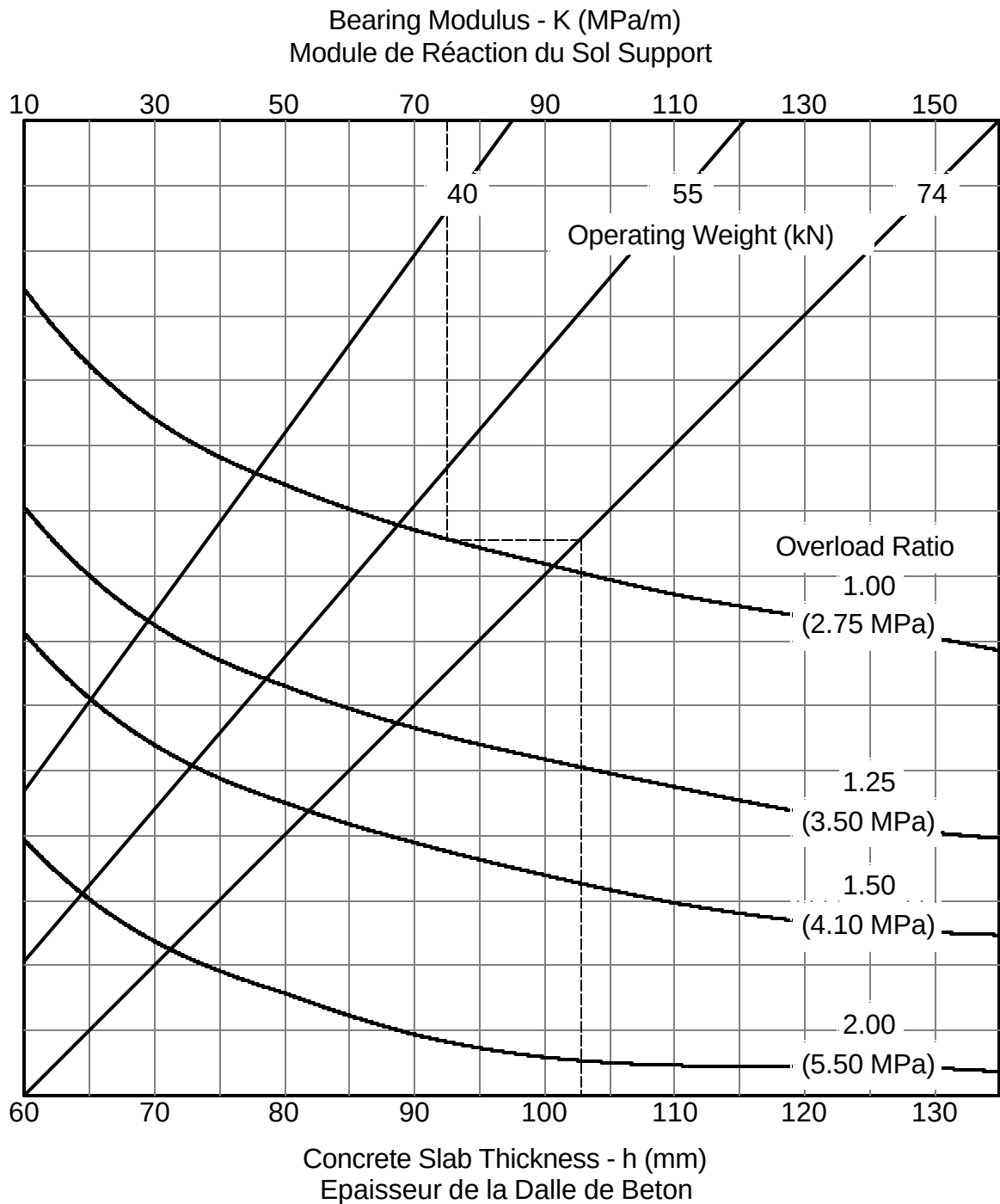
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		Dornier 328-110 (Turboprop)	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	410 mm	
Tire Pressure (MPa) Pression des Pneus	0.80		



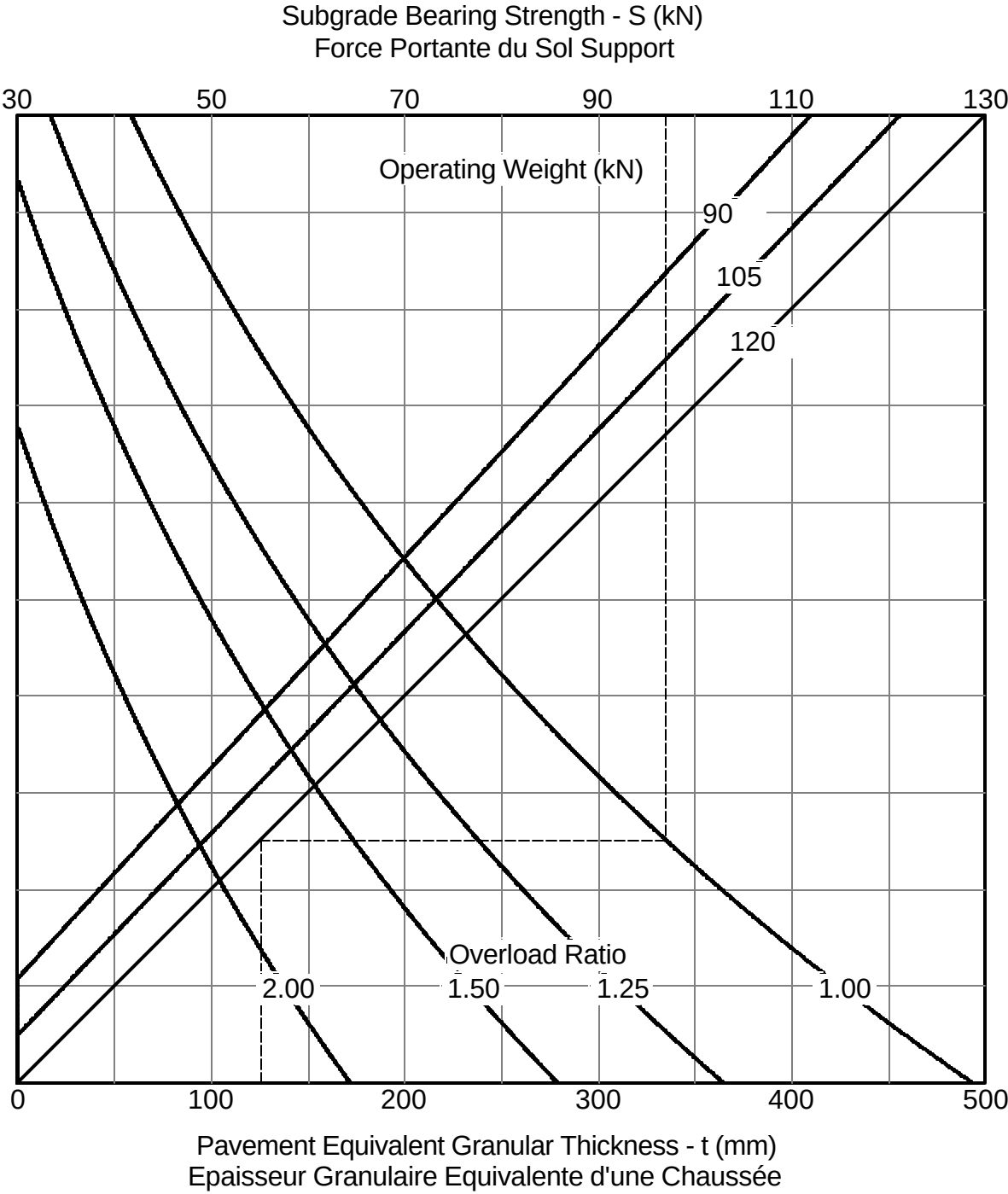
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		Dornier SA227	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	290 mm	
Tire Pressure (MPa) Pression des Pneus	0.73		



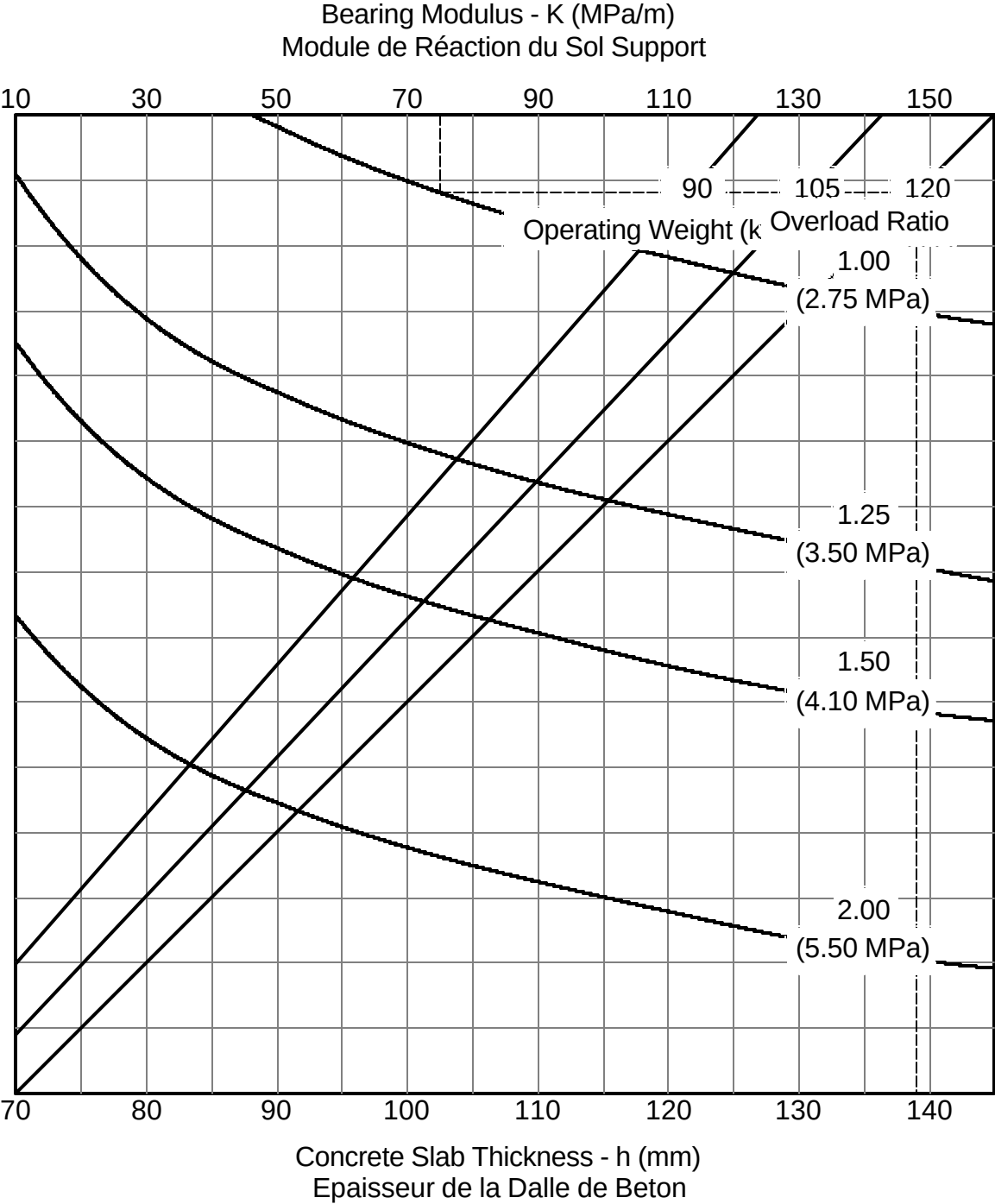
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		Dornier SA227	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	290 mm	
Tire Pressure (MPa) Pression des Pneus	0.73		



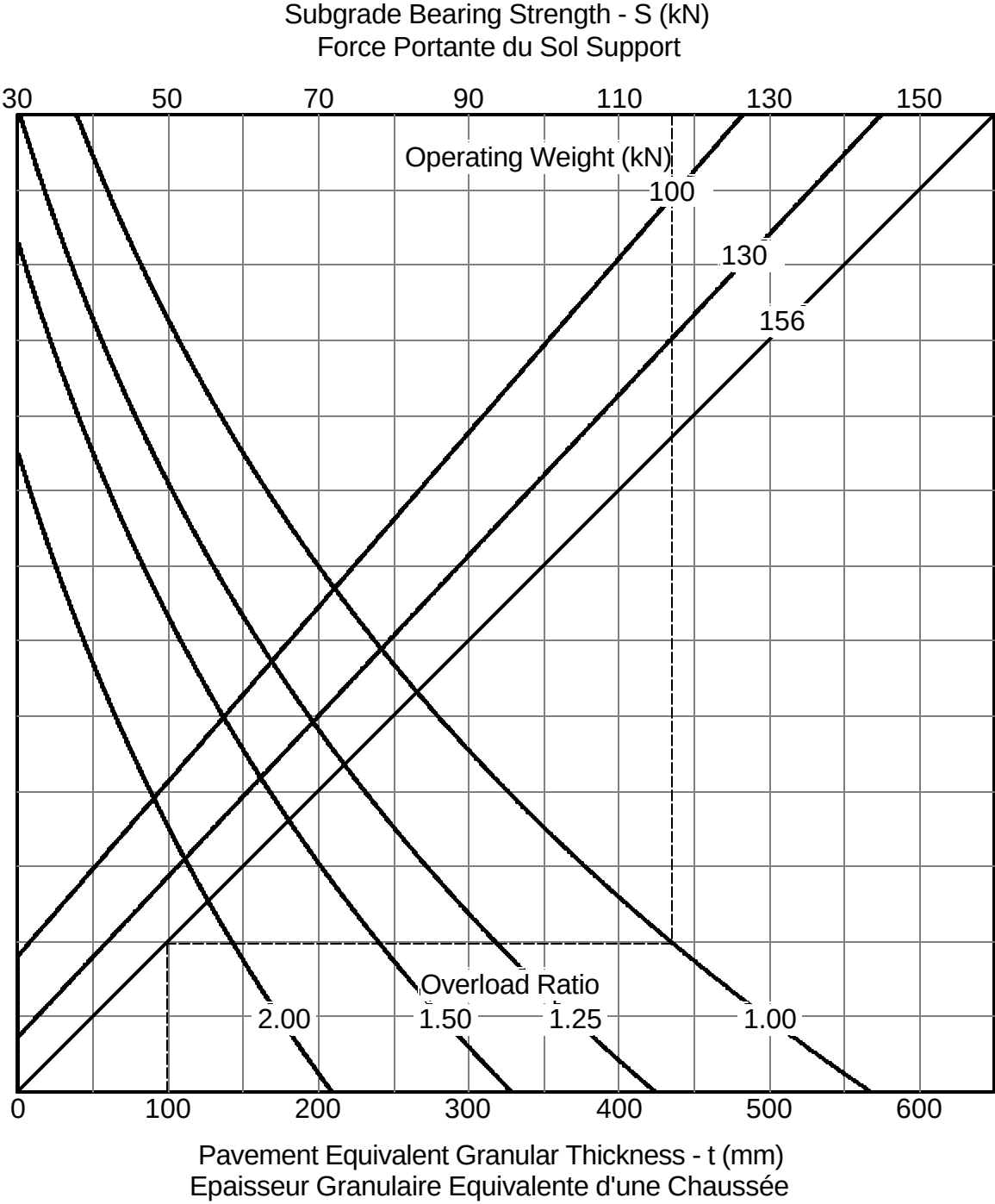
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		Douglas A-26 Invader
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	
Tire Pressure (MPa) Pression des Pneus	0.48	



Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		Douglas A-26 Invader
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	
Tire Pressure (MPa) Pression des Pneus	0.48	



Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		Douglas B-26 Invader
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	
Tire Pressure (MPa) Pression des Pneus	0.48	



Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		Douglas B-26 Invader
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	
Tire Pressure (MPa) Pression des Pneus	0.48	

